REGISTERED No. 61—1871.

The Bombay Gazette.

No. 7,367.—New Series. BOMBAY :—WEDNESDAY, SEPTEMBER 18, 1872. Subscription in Advance { For a Year .....Rs. 42 / For Six Months.. ...Rs. 24 } Including Postage.

THE BOMBAY GAZETTE.

The Rates of Subscription to the *Gazette*, in advance, for Town and Country, are now on the following reduced scale :—

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fine, but no Advertisement counted as less than eight lines.

LONG ADVERTISEMENTS.

First insertion	8 As. per Line.
Second do	4½ ,, ,,
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in the Native Languages, double the above.

For Advertisements which are to be inserted for a considerable time, special contracts may be made.

Demurrage Occurrences : Each—Rupee 1.

All Cheques, Money Orders, and other Remittances, should be made payable to the "Proprietor of the *Bombay Gazette*."

SHIPPING.

STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, AND CALCUTTA.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Contract with Government, despatch Steamers as above with Mails, Passengers, and Cargo, every fourteen days.

The Steam-ship ETHIOPIA, 1, 132 Tons, 200 H.P., Commander T. Sarzens, will be despatched on THURSDAY, the 19th September 1872, at 4 P.M.

Sept. 1872.		Sept. 1872.
Leave BOMBAY 19	Leave Tuticorin	27
,, Ratnagherry 20	,, Colombo	28
,, Vingorla 20	,, Galle	29
,, Carwar 21	,, Negapatam	October 2
,, Mangalore 22	,, Madras	4
,, Cannanore 23	,, Coconada	6
,, Tellicherry 23	,, Vizagapatam	7
,, Calicut 24	,, Bimlipatam	7
,, Beypore 24	,, Gopaulpore	8
,, Cochin 25	,, False Point	9
,, Alleppy 26	Arrive CALCUTTA	11

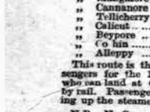
This route is the most expeditious and economical for Passengers for the Neilgherry district, Bangalore, and Madras, who can land at Calicut or Beypore and proceed from thence by rail. Passengers for Calcutta may take the same route, picking up the steamer at Madras.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH THE PERSIAN GULF, VIA KURRACHEE.

Interchanging Cargo and Passengers at Bussorah, to and from Bagdad, with the Euphrates and Tigris Steam Na igation Company.



THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, will despatch a Steamer every 14 days to the Persian Gulf, touching at KURRACHEE, GUADUR, MUSCAT, BUNDER ABBAS, LINGA, BUSHIRE, FAO, MAHOMERAH, and BUSSORAH.

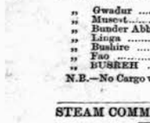
The Steam-ship EUPHRATES, 863 Tons, 120 H.P., Commander Melville, will be despatched on FRIDAY, the 27th September 1872, at noon.

Sept. 1872.		Oct. 1872.
Leave BOMBAY 27	I eave BUSHEH	16
Arrive Kurrachee 30	Arrive Fao	16
Oct.	,, Bushire	18
,, Gwadur 2	,, Bahrein	20
,, Muscat 4	,, Linga	23
,, Bunder Abbas 6	,, Bunder Abbas	25
,, Linga 8	,, Muscat	27
,, Bushire 10	,, Gwadur	29
,, Kuo 12	,, Kurrachee	31
,, BUSHEH 13	,, BOMBAY	Nov. 4

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH KURRACHEE.



THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, and in connection with the weekly service from England, despatch a Steamer to Kurrachee every WEDNESDAY, commencing from 29th May 1872.

The Steam-ship PUNJAUB, 1,030 Tons, 200 H.P., Commander W. Starratt, will be despatched on WEDNESDAY, the 18th September 1872, at noon.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

THE BRITISH INDIA STEAM NAVIGATION COMPANY will despatch an extra Steamer every alternate THURSDAY to Malabar Coast. The following are the Ports at which the Steamer will call :—

Leave Bombay	26th Sept.	Leave Alleppy	2nd Oct.
,, Ratnaghery	27th ,,	,, Beypore	3rd ,,
,, Malwan	27th ,,	,, Calicut	3rd ,,
,, Vingorla	27th ,,	,, Tellicherry	3rd ,,
,, Goa	28th ,,	,, Cannanore	3rd ,,
,, Carwar	28th ,,	,, Mangalore	4th ,,
,, Compta	29th ,,	,, Compta	5th ,,
,, Cannanore	30th ,,	,, Carwar	5th ,,
,, Tellicherry	30th ,,	,, Goa	6th ,,
,, Calicut	30th ,,	,, Vingorla	6th ,,
,, Beypore	30th ,,	,, Malwan	6th ,,
,, Cochin	1st Oct.	,, Ratnaghery	6th ,,
,, Alleppy	1st ,,	Arrive Bombay	7th ,,

The Steam-ship KURRACHEE, 510 Tons, 120 H.P., Commander E. Henderson, will be despatched on THURSDAY, the 26th September 1872, at 12 Noon.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM FERRIES (under contract with Government).—Steam Ferry Boats will ply across the Harbour daily, stopping at the undermentioned Bunders :—

Fares from Bombay to

Class.	Rewas.	Dhurumtur.	Oorun.	Hog Island.	Oolwa.
	Rs. A.	Rs. A.	Rs. A.	Rs. A.	Rs. A.
First Class	1 0	1 0	2 0	0 3	0
Second Class	0 12	1 0	0 8	0 12	0 12
Third Class	0 6	0 8	0 4	0 6	0 9

The Rewas and Dhurumtur Ferry Steamer leaves Carnac Bunder daily at 8 A.M., and Dhurumtur at 1 P.M. The Oorun, Hog Island, and Oolwa Ferry Steamer leaves Carnac Bunder daily at 8-30 A.M. and Oolwa at 2 P.M. Passengers are required to obtain Tickets from the Bunder Clerk previous to proceeding on board.

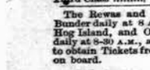
J. A. SHEPHERD.

No. 33, Meadow Street, Bombay.

WILSON LINE.

LIVERPOOL VIA SUEZ CANAL.

S.S. HIDALGO, 1,800 TONS.



THIS Fine New Steamer, specially built for the East India Trade, will be DESPATCHED as above about the end of SEPTEMBER.

The accommodation is amidships and well ventilated. The Cabins contain only two or three berths each, so that overcrowding will be avoided. A Surgeon and a Stewardess are carried.

FARES, EXCLUDING WINES, &c.

First Class to Liverpool	Rs. 500
,, ,, Suez	,, 300

For further particulars apply to

GRINDLAY, GROOM, & Co.

1st August 1872.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

MONTHLY LINE OF STEAMERS BETWEEN BOMBAY AND TRIESTE, VIA SUEZ CANAL.

THE Passenger Steamer ORESTE, 1,760 Tons, will be despatched for TRIESTE, via SUEZ CANAL, on or about the 10th October. This Steamer has good accommodation for a considerable number of Passengers.

RATES OF PASSAGE,

(including a liberal Table with Wine and Liquors, transit through Egypt, and free conveyance of 3 cwt. luggage).

	Cabin.	Deck with Food.
To Trieste	£240 do.	£210-0
To Port Said	£90	£14-6
To Suez	£28	£13-7

Children under 3 years of age, Free ; above 3 and under 10 years, Half Fares.

Cargo taken for Trieste, also for Venice, Constantinople, and Odessa, Aden, Egypt, England, and the Continent generally.

For further particulars, and for Freight and Passage, apply to The Agency of the Austrian Lloyd's Steam Navigation Company.

A. C. GUMPERT, Manager.

Bombay, 12, Medows Street, 2nd September 1872.

STEAM COMMUNICATION WITH ITALY. (VIA SUEZ CANAL.)

ITALIAN STEAM NAVIGATION COMPANY of Messrs. R. RUBATTINO & Co., GENOA.

The regular Steamers leave

GENOA and on the 25th, BOMBAY on the 1st of each month.

PASSENGER RATES.

Inclusive of all Transit Fees through the Suez Canal.)

	1st Class.	2nd Class.	3rd Class.	
To Aden	£22	£15	.....	£4
Suez	36	22	.....	9
Port Said	38	24	.....	9
Alexandria	39	25	.....	9-10
Messina	50	34	.....	14
Naples	50	34	.....	14
Leghorn	50	34	.....	14
Genoa	50	34	.....	14
Marseilles (transhipment at Genoa)	52	35	.....	14-10

Including Wines. Without Food.

Children under 3 years, free of charge. Children not above 10 years, half fare.

Next Steamers from Bombay :—

ARABIA, on TUESDAY, 1st October 1872.

PERSIA, on FRIDAY, 1st November 1872.

The exact hour of departure will be fixed and published a day or two previous to sailing.

For Hand-books of Information, Rates of Freight, &c., apply to

VOLKART BROTHERS,

Agents Rubattino Steam Navigation Company.

Bombay, 30th September 1871.

SHIPPING.

OVERLAND ROUTE.

On Friday, the 20th September, at 3 P.M., from Mazagon.

THE P. & O. Co.'s S. S. INDUS, (3 478 tons, and 500 H.P.) Captain N. Stewart, will LEAVE for SUEZ as above, carrying H. M.'s Mails, also Passengers and Cargo for that Port, Venice, Southampton, &c.

Cargo can also be booked through to Messina, Naples, Leghorn, Genoa, Trieste, Venice, Odessa, Constantinople, Ancona, Marseilles, Havre, Liverpool, London and New York.

No Cargo can be received on board after sunset on the day previous to sailing.

The Company reserve the option of forwarding all Goods shipped by their steamers for Europe, through Egypt, either by Rail or Canal, in their own steamers, or in vessels employed for the purpose.

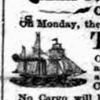
Passengers are requested to send their heavy baggage to Mazagon on the day of the Steamer's departure, before 10 A.M. in order that it may be weighed and labelled previous to shipment.

A small Steamer will leave the New Dock Head at Mazagon at 3 P.M., precisely, on the day of sailing.

GEORGE F. HENRY, Superintendent.

STEAM TO CEYLON, PENANG, STRAITS, CHINA, AND JAPAN.

On Monday, the 23rd September, at 3 P.M., from Mazagon.



THE P. and O. Co.'s S. S. DECCAN, (3,128 tons and 600 H.P.) Captain W. Soames, will be despatched as above, carrying H. M.'s Mails, and taking also Passengers and Cargo for Madras and Calcutta.

No Cargo will be received on board after sunset on the day previous to sailing, and no brokerage will be allowed on any chest of opium, the officer's receipt for which is not lodged in the Company's office before noon, on Friday, the 20th September.

GEORGE F. HENRY, Superintendent.

SALES BY AUCTION.

HEERALALL AND COMPANY

AUCTION SALE OF HIDES.

On THURSDAY, the 19th instant, at 3 P.M., Messrs. HEERALALL and Co. will sell by Public Auction, at Carnac Bunder, in Godown near Elphinstone Bridge, by order of Shuriff Sallay Mahomed and Co. and on account and at the risk of Thacker Vussunjee Kutchra, owner of the vessel Hu-tee Pa-sa Nakhoo Ebrahim.

415 Bales of Hides marked S. S. & Co.—S. C. H—arrived damaged the said vessel on her way from Kurrachee.

HEERALALL & Co.

Bombay, 18th September 1872.

BENNETT AND COMPANY, No. 4, FORBES STREET.

AUCTION SALE OF VALUABLE PEARLS.

THIS DAY WEDNESDAY, the 18th inst., at 2 P.M., Messrs. BENNETT & Co. are instructed to sell by Public Auction, at their Rooms, by order of Marwaree Ghirdharilall Futtechund, the mortgagee, and on account and at the risk of Navulchund Odachund, the mortgagor :—

A Parcel of Superior Pearls.

BENNETT & Co.

Bombay, 18th September 1872.

MENESSE AND COMPANY.

On THURSDAY, the 19th instant, Messrs. MENESSE and Co. will hold their usual Weekly Auction Sale, at their Rooms, of a quantity of Grey, White and Coloured Piece Goods, Twist, &c.

15 Bales Grey Shirtings.
3, ,, ,, Madapollams.
6 ,, Damasked Mule Twist, No. 40.
Few dozens of Superior Pale Sherry.

AUCTION SALE OF PATENT ANTICORROSIVE METALLIC PAINT.

On THURSDAY, the 19th instant, at 2 P.M., Messrs. MENESSE and Co. will submit to Public Auction, at their Rooms, 95 Casks Patent Anticorrosive Metallic Paint fit for the use of Railway Companies, Docks, Ordnance Department, Contractors, &c.

MENESSE & Co.

Bombay, 18th September 1872.

CRAWFORD AND COMPANY, 3, MARINE STREET, BOMBAY.

AUCTION SALE OF VALUABLE BUNGALOW, OUT-HOUSES AND CHAWL AT MALABAR HILL.

(Unless previously disposed of by private Contract.)

On WEDNESDAY, the 25th day of September 1872, at 4 P.M., Messrs. CRAWFORD and Co. will sell by Public Auction on the premises under the power of sale contained in the Indenture of Mortgage dated the 25th day of March 1871, by order of the Mortgagee and on account and at the risk of Bhanjee Premjee Nundoo, Premjee Nundoo, and Jairam Nundoo, partners in the firm of Bhanjee Nundoo, the Mortgagors, the undermentioned property, all that piece or parcel of land or ground, with the messuages, tenements, dwelling houses, bungalows, and chawl or range of shops standing thereon, with the appurtenances thereunto belonging, situate in the Fort of Bombay, in the sub-district of Bhoolesh wur, on the west side of the Malabar Hill Road, containing by admeasurement 3,851 square yards or thereabouts, and bounded or reputed to bounds the south by the property of Sorabjee Jeejeebhoy, and on or towards the north and west by a public passage, and on or towards the east by the said Malabar Hill road, and which premises are assessed by the Collector of Land Revenue under No. 303 and by the Collector of Municipal Taxes under No. B and C.49 and the same were formerly occupied by A. H. Johnston, Esq., and another, and are now in the occupation of H. W. Payne, E-q., Solicitor, and others.

For further particulars and conditions of sale, apply to Messrs. SHAMROOJEE CHACKUNDASS, the Mortgagee's Solicitors, at their Office in Apollo Street, where a plan of the property can be seen.

EUROPE HOTEL, MAZAGON.

Unless previously disposed of privately.

On WEDNESDAY, the 2nd Prox., sale commencing at or shortly after the hour of 12 o'clock, Messrs. CRAWFORD and Co. will sell by Public Auction, the Stock-in-Trade, Furniture, &c., belonging to the Europe Hotel, situated in Dockyard Road, Mazagon, the same comprises a first-class Billiard Table by Thurston, with Balls, Cues, Rests, &c., a fine Grand Square Piano, a well fitted Bar and the usual articles of Dining, Sitting, and Bedroom Furniture, of which particulars will shortly appear.

N.B.—Any party desirous of continuing the business of this Hotel can negotiate for the purchase of the whole with the Undersigned.

CRAWFORD & Co.

Bombay, 18th September 1872.

NEW ADVERTISEMENTS.

STEAM COMMUNICATION WITH THE MALABAR COAST.

THE MALABAR and KATTYWAR COAST STEAM NAVIGATION COMPANY'S Steamer GENERAL HAVELOCK, Captain Treadwin, will proceed to Malabar Coast, calling at all the intermediate Ports as usual on THURSDAY, the 19th inst., and not TO-DAY, as previously advertised.

NOWROJEE BHIKAJEE, Manager.

No. 6, Borah Bazaar Street, 18th September 1872.

NOTICE.—A quantity of BONES, at Coorla Sweepings Siding, will be SOLD by AUCTION at the Office of the Undersigned at noon, 23rd instant.

T. G. HEWLETT, Health Officer.

Municipal Commissioner's Office, 17th September 1872.

THE FRAMJEE COWASJEE PATENT PRESS COMPANY.—NOTICE is hereby given, that a DIVIDEND of Rupees (75) SEVENTY-FIVE per Share, for the year ending 30th June 1872, will be PAID to the Registered Shareholders of the Company on and after 1st proximo, at the Office of the Manager, Victoria Buildings, Borah Bazaar Street, Fort, on production of Share Certificates.

W. M. TENNENT, Manager.

Bombay, 17th September 1872.

THE BOMBAY MECHANICS' BUILDING COMPANY (Limited).—NOTICE.—An ORDINARY GENERAL MEETING of the SHAREHOLDERS of the above Company will be held (by permission) at the Office of Messrs. W. NICOL and Co., Elphinstone Circle, Fort, Bombay, on WEDNESDAY, the 2nd October 1872, at 4-30 P.M., for the transaction of the following business :—

1st.—To receive the Report of the Directors and the Audited Accounts for the year ending the 31st July 1872.

2nd.—To declare a Dividend.

3rd.—To elect two Directors for the current year in place of Mr. J. Firth, resigned, and Mr. H. Newman, deceased.

4th.—To elect Auditors for the current year, and to fix their remuneration.

The TRANSFER BOOKS will be CLOSED from 18TH SEPTEMBER to 5TH OCTOBER 1872, both days inclusive.

By Order of the Board of Directors,

J. R. K. JOHNSON, Secretary.

SWISS CONDENSED MILK; pure, wholesome, and agreeable, IMPORTED OVERLAND BY TREACHER & Co. (Limited).

THE CITY OF GLASGOW LIFE ASSURANCE COMPANY.

ESTABLISHED 1838.

INCORPORATED BY ACT OF PARLIAMENT.

CAPITAL Rs. 60,00,000.—REVENUE Rs. 16,00,000.

EXISTING ASSURANCES OVER Rs. 4,00,00,000.

INVESTED FUNDS, exclusive of the value of sums Reassured, Rs. 65,00,000.

ANNUAL PREMIUMS FOR ASSURANCE OF Rs. 1,000.

Age.	Civil Risks. With Profits.	Civil Risks. Without Profits.	Military Risks. With Profits.	Military Risks. Without Profits.	Age.
	Rs. a.	Rs. a.	Rs. a.	Rs. a.	
25	38 8	34 0	43 0	38 0	25
30	43 0	38 0	47 8	42 0	30
35	48 0	42 0	52 8	46 0	35
40	54 0	47 0	58 8	51 0	40
45	60 0	53 0	65 0	57 0	45
50	70 0	61 0	74 8	65 0	50

The Home Rates to which the above would be reduced during residence in Europe, with rates for other ages and for terms of years, can be had on application to the Company's

AGENTS FOR BOMBAY,

GRINDLAY, GROOM, & Co.

RIMMEL'S CHOICE PERFUMERY, patronised by all the World.

Rimmel's Ihlang-Ihlang, Vanda, Henna, Jockey Club, Frangipane, and other Perfumes of exquisite fragrance.

Rimmel's Lavender Water, distilled from Mitcham Flowers.

Rimmel's Toilet Vinegar, celebrated for its useful and sanitary properties.

Rimmel's Extract of Lime Juice and Glycerine, the best preparation for the Hair, especially in warm climates.

Rimmel's Dugong Oil Soap, perfumed with Australian Eucalyptus.

Rimmel's Glycerine, Honey, Windsor, and other Toilet Soaps.

Rimmel's Rose Water Costume and Floral Crackers, very amusing for Balls and Parties.

Rimmel's Violet, Rose-Leaf, Rice, and other Toilet Powders

A liberal allowance to Shippers.

Eugene Rimmel, Perfumer to H.R.H. the Princess of Wales, 96, Strand, 128, Regent Street, and 24, Cornhill, London, 17, Boulevard des Italiens, Paris; and 76, King's Road, Brighton.

Sold by all Perfumery Vendors.

HOUSES, &c., TO LET.

TO LET.

1. COMMODIOUS upper-storied House on the Breach Candy Road, suitable for a large family.
2. A large House in Military Square, Fort.
3. A Bungalow on Mount Road on the property called "Unjeer Baugh."
4. Upper-storied Premises on the Breach Candy Road, lately in the occupation of Mr. Harry Hibbert. Apply to

NANABHOY BYRAMJEE JEEJEEBHOY, Managing Trustee Byramjee Jeejeebhoy Trust Settlement.

TO LET.

1. A SPACIOUS two-storied House at the corner of Church Gate Street, opposite the Cathedral, and adjoining the "Times of India" Office.
2. Several apartments fit for dwellings in Tod Street, Fort.
3. Two Bungalows at Colaba.
4. A Spacious Godown in Church Lane, Fort.
5. Several Apartments in Church Lane, Fort.
6. Airy Premises, fit for Office or Dwelling house, in Hornby Row. Apply to

NANABHOY BYRAMJEE JEEJEEBHOY.

Bombay, June 24, 1872.

NOTICES.

NOTICE.—We beg to intimate that Mr. C. TH. MELLI & Mr. CHARLES KAPP have THIS DAY been authorized to SIGN our FIRM per procuration.

VOLKART BROTHERS.

CALCUTTA.—NOTICE.—First class BOARD and LODGING at VERY MODERATE TERMS, No. 2, Middleton Row, Calcutta. A three-storied Bungalow, very commodious, and situate in one of the healthiest and best localities. Specially established under European management for Officers and Civilians, with suitable accommodation for Married Couples

NOTICE.—TENDERS for the PURCHASE of TWO NEW LARGE WROUGHT IRON BUOYS, of the following dimensions, will be received at this Office, up to 1 o'clock P.M. of WEDNESDAY, the 18th day of September 1872 :—

One Buoy about 25 feet long and 14 feet diameter.
One do. about 12 feet and 8 in. long and 8 feet 9 in. diameter.

Further particulars regarding the Buoys may be learnt on application to the Undersigned.

The Board does not bind itself to accept the highest or any tender.

By Order,

HENRY MORLAND, Lieut. late I. N., Secretary.

Harbour and Pilotage Board, Bombay, September, 1872.

ORIENTAL SPINNING AND WEAVING COMPANY.—NOTICE is hereby given, that an INTERIM DIVIDEND of Rupees 6, out of the Profits realized during the half-year ending 30th June 1872, will be PAID to the SHAREHOLDERS on and after the 15TH INSTANT.

Shareholders are requested to produce their Share Certificates when applying for Dividend.

The TRANSFER BOOKS of the Company will be CLOSED from the 12TH to the 15TH INSTANT, both days inclusive.

By Order of the Board of Directors,

HOMEJEE DINSHAW JILA, Secretary.

Bombay, 11th September 1872.

BOMBAY OMNIBUS COMPANY, Khetwady Road, No. 141.

CARRIAGES of all description, with or without Horses ; also SINGLE HORSES and PAIRS, may be HIRED at a MODERATE CHARGE. Arrangements made by the month at reduced rates. Horses shod under the supervision of a practical Farrier. Orders will be received at the Premises, Khetwady, by Mr. BURDETT, Manager, or at No. 2, Ash Lane, Fort.

FOR CHARGES, SEE CARD CIRCULARS.

FOR SALE, One MAIL PHAETON and Pair of young Australian HORSES.

INSURANCE.

THE UNDERSIGNED are prepared to accept every description of FIRE and MARINE RISKS in the following Offices at most favourable terms. Particulars can be ascertained on application :—

FIRE INSURANCE.

The London and Lancashire Fire Insurance Company.
,, Samarang Fire Insurance Company.
,, Transatlantische Fire Insurance Company.

MARINE INSURANCE.

The Batavia Sea and Fire Insurance Company.
,, China and Japan Marine Insurance Company.
,, Rhein Westph. Lloyd's Transport Insurance Company.
,, Samarang Sea Insurance Company.
,, Swiss Lloyd's Transport Insurance Company.
,, Vaterlandische Transport Insurance Company.

VOLKART BROTHERS, Agents.

THE BOMBAY BURMAH TRADING CORPORATION (Limited).

धी बोंबे बरमा ट्रेडींग कारपोरेशन लीमीटेड.

धी बोंबे बरमा ट्रेडींग कारपोरेशन लीमीटेड.

NOTICE is hereby given, that the ORDINARY GENERAL MEETING of the SHAREHOLDERS of the above Corporation will be held at the Offices of the Corporation, No. 25, Church Gate Street, Bombay, on WEDNESDAY, the 25th day of September, instant, at half-past three o'clock in the afternoon, for the following purposes :—

1st.—To receive and consider the Report of the Directors and the audited Accounts for the year ending 31st May last.

2nd.—To sanction the declaration of a Dividend.

3rd.—To elect Directors in the room of those who retire by rotation

4th.—To elect Auditors for the ensuing year and to fix their remuneration.

By Order of the Board of Directors,

WALLACE & Co., Secretaries, Treasurers, & Managers.

Bombay, 11th September 1872.

CHARLES NORMAN POCHIN, deceased.

STATUTORY NOTICE TO CREDITORS.—Pursuant to the 29th Section of the Act of Parliament of the 22nd and 23rd Victoria, Chapter 35, intituled "An Act further to amend the Law of Property and to relieve Trustees," NOTICE is hereby given, that all CREDITORS and other PERSONS having any CLAIMS or DEMANDS on or against the ESTATE of CHARLES NORMAN POCHIN, late of Salsea, in the Presidency of Madras, in the East Indies, of the Madras Civil Service, Collector and Magistrate of Salsea, who died at Bombay in Salsea aforesaid on the 26th day of August 1870, and whose Will was duly proved by ANNA POCHIN, of Carston Lodge, Carston, near Bristol, in the County of Somerset, Widow and Relict of the said deceased, and the Reverend EDWARD NORMAN POCHIN, of SILEBY, in the County of Leicester, Clerk, the Brother of the said deceased, in Her Majesty's Court of Probate in England (Principal Registry), on the 5th day of September 1871, and to whose personal Estate and Effects within the jurisdiction of the Court next hereinafter mentioned, Letters of Administration, with Will annexed, of the said Charles Norman Pochin, deceased, were, on the 16th day of October 1870, duly granted by the High Court of Judicature at Madras to the Administrator-General of Madras, in the East Indies and to whose personal Estate and Effects, within the jurisdiction of the High Court at Bombay, Letters of Administration, with Will annexed, of the said Charles Norman Pochin, deceased, were duly granted by the said High Court of Judicature at Bombay on the 17th day of January 1872, are hereby required to send, in writing, the particulars of their Claims or Demands to the Undersigned, Messrs. LAWFORD and WATERHOUSE, of 28, Austin Friars, in the City of London, the Solicitors of the said Anna Pochin and Edward Norman Pochin, on or before the 1st day of January 1873; and NOTICE is hereby also given, that at the expiration of the last mentioned day he said Anna Pochin and Edward Norman Pochin will be at liberty to distribute the Assets of the said Charles Norman Pochin or any part thereof amongst the parties entitled thereto, having regard to the Claims of which the said Anna Pochin and Edward Norman Pochin have then had notice, and that the said Anna Pochin and Edward Norman Pochin will not be liable for the Assets or any part thereof so distributed to any person or persons whose Claims the said Anna Pochin and Edward Norman Pochin have not had Notice at the time of such distribution.—Dated this 16th day of August 1872.

LAWFORD and WATERHOUSE, Solicitors for the said Anna Pochin and Edward Norman Pochin

MESSRS. GORDON AND ESSAI, TRANSIT AND FORWARDING AGENTS, FREIGHT AND PASSAGE BROKERS.

OILMANSTORES & OVERLAND PROVISIONS. BEER, STOUT, WINES, SPIRITS, &c. CHEROOTS, CIGARS, AND TOBACCO.

Messrs. GORDON & ESSAI are prepared to execute Orders of every description suitable to the wants and convenience of Messes, Clubs, Contractors, and Residents in the Mofussil.

HUMMUM STREET, BOMBAY.

NOTICE to DEALERS, CONTRACTORS, MUNICIPALITIES, and other CONSUMERS of KEROSINE OIL, FLOUR, AMERICAN LUMBER, TOBACCO, &c.

FOR SALE.

Imported direct Ex American Ship NONANTUM.

KEROSINE OIL, Devoe's best refined, in Patent Cans with Screw Nozzles.
BEST FRESH AMERICAN TOBACCO, in Dwarf Boxes containing 20 to 23 lbs. each.
BEST REFINED SPIRITS of TURPENTINE.
BEST FRESH SWEET AMERICAN FLOUR, "Field's Extra" Brand, in Barrels.

Also on Hand,

PRESERVED MILK, PEACHES, GREEN CORN, PEAS and OATMEAL.
AMERICAN STREET LAMPS, fitted with Burners for Kerosine Lights, well adapted for Street Lighting and large Buildings.

For Terms apply to the Undersigned.

DOSSABHOY MERWANJEE & Co., No. 7, Parsee Bazaar Street.

Bombay, 26th June 1872.

SEWING MACHINES! SEWING MACHINES!! SEWING MACHINES!!!

THE Celebrated WHEELER and WILSON'S GOLD MEDAL, SILENT WORKING LOCK-STITCH SEWING MACHINES, so well known for unrivalled excellence of work, easiness of comprehension, and simplicity of construction.

The following description of Machines always on hand for sale with spare Needles and other Assessories at the Office of the Undersigned :—

No. 1. Plain Table Mahogany or Walnut, Polished.
No. 2. Do. do. do. do.
No. 3. Do. do. do. do.
No. 4. Do. do. do. do.
No. 2. Half Case unpolished Walnut, or polished Mahogany or Walnut fit for Drawing Rooms.
No. 1. Full Case Mahogany or Walnut Polished. It has the appearance of a handsome Cabinet.
No. 1. Elliptic Hand Machine, fit for Ladies, or for those who may not like to use the treadles.

All Machines warranted. Orders from Up-country promptly executed when accompanied with Remittances or Reference for Payment. Each Machine accompanied with a book of reference. Lessons for using the Machines given to purchasers gratis.

DOSSABHOY MERWANJEE & Co., No. 7, Parsee Bazar Street, Sole Agents for Messrs. WHEELER and WILSON.

Agents :—

Poona ..... Dadabhoy Cowasjee Bootee, Esq.
Satara ..... Sorabjee Eduljee Wadia, Esq.
Jubulpore ..... Baboo Moheschunder Chatterjee.

MRS. LAKE,

SILK, MERCER, MILLINER, DRESS AND HABIT-MAKER, "UXBRIDGE HOUSE," BYCULLA, BOMBAY.

ESTABLISHED IN 1851.

BRANCH MILLINERY ESTABLISHMENT, No. 15, CIVIL LINES, POONA.

MRS. LAKE has the pleasure to inform the Ladies of Bombay, Poona, Kirkee, &c., that she has opened a Branch of her Establishment in Poona, at No. 15, Civil Lines, where she will have much pleasure in showing a most Elegant and Fashionable Consignment of MILLINERY, &c., together with the latest Novelties of the Season, *which have been specially selected for her from the best Paris and London Houses.*

PRICE LISTS ON APPLICATION.

WEDDING and MOURNING ORDERS CAREFULLY ATTENDED TO.

RIDING HABITS MADE TO ORDER.

ALL SUPPLIES RECEIVED "OVERLAND."

TERMS—CASH.

Orders from Outstations must be accompanied by a remittance or reference for payment in Bombay, or Poona.

N.B.—JUST RECEIVED SUPERIOR KID GLOVES.

WELLINGTON TERRACE, ESPLANADE ROAD, ESPLANADE.—Comfortable BOARD and LODGING for GENTLEMEN living in Bombay, or Travellers, the Home offering excellent accommodation for Officers and their Families on their way Home or to Up-country Stations. Apply on the Premises, or to "A. B.," care of *Bombay Gazette*.

B. B. AND C. I. RAILWAY.—OWING to the Line being interrupted by the floods north of Bheelar (100 miles from Bombay) no TRAFFIC will be BOOKED from BOMBAY and STATIONS SOUTH of BHEELAR to STATIONS NORTH of BHEELAR, until further Notice.

The Mail Trains are temporarily discontinued ; but the Mixed Trains will run as usual between Bombay and Bheelar.

J. R. DUXBURY, Traffic Manager.

Bombay, 16th September 1872.

TENDERS will be received by the SUPERINTENDENT of MARINE up to 1 P.M. on THURSDAY, the 19th instant, for the PURCHASE of the Steam-vessel GOOLANAR, as she stands on that day.

For further particulars apply at the Office of the Superintendent of Marine.

By Order of the Superintendent of Marine,

GEO. INGLE, Secretary.

Superintendent's Office, Bombay, 12th September 1872.

NEW BANK OF BOMBAY (Limited).—THE BANK, PUBLIC DEBT OFFICE, HER MAJESTY'S TREASURY, and GOVERNMENT SAVINGS BANK, will be CLOSED from FRIDAY the 20th, to TUESDAY the 24th instant, both days inclusive, on account of the PATETI and PARSEE NEW YEAR HOLIDAYS.

By Order of the Board of Directors,

M. BALFOUR, Secretary and Treasurer.

Bombay, 4th September 1872.

THE TELEGRAPH DESPATCH AND INTELLIGENCE COMPANY, LIMITED, with which is incorporated THE LOMBARD TELEGRAPHIC NEWS AGENCY.

Chief Offices : 2, ROYAL EXCHANGE BUILDINGS, LONDON.

PASSENGERS' TELEGRAMS.

Passengers can Telegraph their arrival at Home, together with any Casualty, Birth, or Death arising on the Voyage, to their Friends in India, upon pre-payment of the following Rates, and Registering their Names, either at the Company's Offices (as above) or to their Authorised Agents at Southampton, Liverpool, &c. :—

For a Message to

BOMBAY	Rs. 10 8
CALCUTTA	10 8
MADRAS	10 8
CEYLON, AND ALL PARTS OF INDIA	12 0

AGENTS.

NEW YORK—The Wall Street Financial and Commercial Bureaux.
CALCUTTA.—Messrs. J. T. Livermore & Co., 4, Wellesley Place
BOMBAY.—Office, 5, Armenian Lane.

Other Ports will shortly be announced.

IN the HIGH COURT of JUDICATURE at BOMBAY.—Ordinary Original Civil Jurisdiction.

Suit No. 904 of 1870.

PESTONJEE HORMUSJEE SUNTOOK ..... Plaintiff.

vs.

NUSSERWANJEE NOWROJEE and MEHERBAI, Widow and Administratrix of the late DADABHOY SORABJEE SUNTOOK ..... Defendants.

Pursuant to the Decretal Order made in the above cause, and bearing date the 15th April 1872, the following IMMOVEABLE PROPERTY will be SOLD by PUBLIC AUCTION, before CHARLES PHILIP COOPER, Esq., Acting Commissioner of this Honourable Court, at his Office in the Court House, on WEDNESDAY, the 2nd day of October 1872, at the hour of three o'clock in the afternoon.

All the

COMMERCIAL INTELLIGENCE.

SHARE MARKET.

TUESDAY AFTERNOON.

MODERATE demand for Frere and Mofussil Press shares. Spinning and Press shares closed unchanged. Government Paper firm.

BOMBAY BILL AND STOCK LIST.

BANKS.

No. of Shares	Nominal value of sh.	Paid up.	Last dividend.	Names.	Cash Rates per Share.
	Rs.	Rs.	p. a.		
100,000	100	all	5 p.ct.	Agra Bank	67
22,000	1,000	all	6 p.ct.	Bank of Bengal	1,475 nl.
10,000	500	all	5 p.ct.	Do of Bombay New	736½
10,000	500	100	5 p.ct.	Do 2nd Res. Issue	321½
15,250	1,000	all	5 p.ct.	Do. of Madras	1,245
10,000	250	all	8 p.ct.	Chartered Mercantile Bk of I. L. & China	300
40,000	281	all	12 pct.	Hong. & Shanghai Bank	410 nl.
80,000	250	all	Nil.	Chartered Bk of I. & C.	175 nl.
37,000	250	1[illegible]		Bank of India	110
10,000	250	[illegible]		Bank	475

RAILWAY COMPANIES.

.....	£20	18-3/0	p.c.	G. I. P. Railway Consolidated Stock	234
.....	£20	09-1/2	do.	Do. New £20 Shares	126
.....	£20	18-1/2	do.	Ditto	
.....	£100	1,000	do.	B. B. & C. I. Railway Co.	1,125
.....	£18	19-5/1	do.	Do. New Shares	225

SHIPPING.

DAILY FREIGHT REPORT.—17TH SEPTEMBER.

London	Cotton	No ship.
	Cases	
	Seeds	
Liverpool	Iron Ships Cotton	£2 2s. 6d.
	Wooden Ships	£2 2s. 6d.
	Myrabolns & Coir bills	£1 17s. 6d.
	Seeds	£1 10s. 0d.
Havre	Cotton	No ship.
	Coffee	
Overland	Steamers	£2 10s. 0d.
Liverpool via Suez Canal		£2 0s. 0d. to £2 2s. 6d.
China	Steamer Cotton	Rs. 8 per bale.
	Opium	Rs. 25 to 30 per chest
	Sailing Ships	Rs. 4½ per bale nominal
Calcutta	Salt	Rs. 5 0 0 per ton
Calcutta to Bombay		Rs. 16 to 17 and Calcutta Port charges.
Mauritius		Nothing doing.

ARRIVALS.

Sept.	Vessel.	Commander.	From
17	Moss Rose	Smith	Liverpool, May 25.
	Bavelan	Byrne	Liverpool, May 14.
	H. M. S. Vulture	Cay	Muscat, Sept. 11.
	Lord Clyde	Ellis	Zanzibar, Aug. 29.

DEPARTURE.

Sept.	Vessel.	Commander.	Destination.
17	Alabama	Weir	Rangoon.

The following vessels were entered out for loading yesterday :—
Steamer Arabia, to Genoa, &c.
Steamer Mola, to Malabar Coast.
Steamer Milbanke, to Hongkong, &c.

COLABA OBSERVATORY.

RESULTS OF METEOROLOGICAL OBSERVATIONS made at the Government Observatory, Colaba, latitude 18° 53m. 45s. N.; Long 4h. 51m. 12·3s. E. Height of Barometer above the Sea = 37 feet.

September.	Mean daily values derived from 24 hourly observations. Barometer corrected to 32 deg. Fah.	Temperature of the Air.	Wet-bulb Thermometer.	Dew Point.	Relative Humidity of Air.	Extent of cloudy Sky (the whole sky doubled).	Maximum temperature of Air read at 9 a.m. on following day.	Minimum temperature of Air read at 9 a.m.	Wind. General Direction.	Movement in 24 hours.
	In.	°	°	°			°	°		
9	29·781	81·0	76·1	74·2	·802	4·0	85·9	77·2	NW. NNE. ENE. E. NW. WNW. NW	222
10	·764	80·8	77·0	75·6	·845	6·7	84·6	78·0	NNW., NNE., N., NW. NNW. ENE	238
11	·736	81·7	78·6	77·6	·874	7·0	87·5	77·3	NNE. N. NNW. NW. E. WNW. NW.	188
12	·705	79·7	77·5	76·7	·907	7·8	86·1	75·2	NNW., ESE., SSE., SW., WNW.	234
13	·692	79·2	77·0	76·2	·907	7·8	83·5	75·0	N.W., WNW., S., SW. W. WNW. NNW. WNW.	425
14	·628	79·9	77·7	76·9	·906	8·0	82·6	77·6	WNW., NW., WNW., W.	514

	In.	Cr.
Fall of Rain during the Week	13	3
Registered between 1st January and 1st September	60	9
Total Fall of Rain between 1st January and 16th Sept.	73	41

DAILY IMPORTS.—17TH SEPTEMBER.

FROM LIVERPOOL.

Albatross (s), 2 cases cutlery, the L. A. and A. Company; 33 bags iron rivets, Khimjee Jeewa; 25 cases sherry, Lawrence & Co.

European (s), 3,582 bundles hoops, and 335 bundles iron bars, Finlay, Muir & Co.

FROM LONDON.

Valkyrien, 10 cases sulphate of copper, the L. A. and A. Company; 2 drums medicine, Henry Rogers.

Hidalgo (s), 15 casks blacking powder, Mahomedbhoy Jamalcodinbhoy.

DAILY EXPORTS.—17TH SEPTEMBER.

FOR LIVERPOOL.

Exone, 89 bales cotton, Alsen, Riebe & Co.; 93 bales cotton, H M. H. Bin Moosuffur; 200 bales cotton, E. Spencer & Co.

Cella (s), 35 bale hides, Mahomedbhoy & Co; 40 bales cotton, Bhoja Varsey; 30 bales cotton, Watson, Begle & Co.

Hidalgo (s), 145 bags linseed, Soondercass Vagjee; 74 pieces E. teeth, Dossabhoy Merwanjee & Co.

Indus (s), 140 bales wool, Bhimjee Canjee; 50 bales wool, Goolam Hoosein Famlbhoy & Co.; 50 bales wool, and 40 bales cotton Nursee Khatow; 80 bales cotton, Kessowjee Pittamber & Co; 50 bales cotton, Heerachund Cupoorchund; 30 bales wool, Ramdass Vussonjee.

FOR LONDON.

Indus (s), 6 cases cardamoms, 51 bundles deer horns, and 150 bundles buffalo horns, Oomerbhoy Chundabhoy; 66 bundle hides, Shaikadum Ecoobhoy; 1 bundle hides, Dawoodbhoy Hassim; 26 pieces E. teeth, Narronjee Damoder; 30 cases mother o'pearl shells, John Campbell & Co.; 170 bundles horns, Cumerally Jeewajee; 3 cases shawls, Rungilall Joowalanath; 5 bundles horns, Majjee Jewan.

FOR SUEZ.

Indus (s), 12 bags galeegal, Behrend Brother; 4 chests cambay stones, Jugjeewun Purmanund; 50 bags ajma seed, Hajee Adam Essack; 1 case card ureoms, C. H. Nurmawalla.

FOR HONGKONG.

Milbanke (s), 114 bales cotton, Bunselall Amerchund; 23 chests M. opium, E. J. Abraham; 102 chests M. opium, Nathooram Joorawurmull.

SALES AND PURCHASES.

PIECE GOODS.

In consequence of the declining tendency of the Liverpool cotton market the market for Grey Goods continues dull, and prices have turned in favour of buyers. Both of the firms as hitherto refused to sell at anything below the prices ending in the previous week appear to have accepted slightly lower rates, and consequently some considerable transactions are reported to have taken place in the last two days; and we hear also that about 200 cases of White Jaconets were disposed of by a big firm at a reduction of 2 annas per peice, but it appears to have no foundation of all, as it cannot possibly be believed that any buyer could venture to make such a large transaction in the present state of the market.

The following are our closing quotations:—

Grey Shirtings	40 inch	39 yds.	6 lbs.	Rs. 4 6 0 to Rs. 4 6 3
,,	,, 40	,, 39	,, 7 lbs.	,, 4 13 6 to ,, 4 14 6
,,	,, 40	,, 39	,, 8½ lbs.	,, 5 9 0 to ,, 5 10 0
,,	,, 45	,, 39	,, 8 lbs.	,, 5 10 0 to ,, 5 12 0
,,	,, 45	,, 39	,, 9 lbs.	,, 6 8 0 to ,, 6 9 0
,,Mad'polams	32	,, 24	,, 2½ lbs.	,, 1 13 6 to ,, 1 14 0
,,	,, 32	,, 24	,, 3 lbs.	,, 2 4 0 to ,, 2 4 6
,,	,, 50	,, 24	,, 4½ lbs.	,, 3 12 0 to ,, 3 13 0
,, Jaconets	40	,, 20	,, 2½ lbs.	,, 1 14 0 to ,, 1 15 0
,,	,, 40	,, 20	,, 2½ lbs.	,, 2 2 0
,,	,, 45	,, 20	,, 2½ lbs.	,, 2 7 0 to Rs. 2 7 3
,, Printers	26	,, 30	,, 3 lbs.	,, 2 6 0 to ,, 2 7 0

The undermentioned sales are reported to have been made by European firms on the 17th instant :—

1,0 0 pieces	Grey Shirtings	40 inch	39 yds.	7 lbs.	Rs. 4 14 0
500	,,	,,	40	,, 5½ lbs.	,, 3 12 0
500	,,	,, (fine)	45	,, 7½ lbs.	,, 5 5 0
4,000	,,	,, Mull (G. Ends)	45	,, 2½ lbs.	,, 2 5 0
2,000	,,	,, Jaconets	40	,, 2½ lbs.	,, 1 14 6
2,000	,,	,,	40	,, 2½ lbs.	,, 2 2 6
500	,,	,, Shirtings	40	,, 6½ lbs.	,, 4 10 9
2,500	,,	,, (fine)	40	,, 6½ lbs.	,, 4 12 6
1,000	,, Waite Cambrics No. 100, 45 in h		12 yds.		,, 2 2 6
1,000	,, ,,	,,	200	45 ,, 12	,, 2 7 6
1,000	,, ,,	,,	300	45 ,, 12	,, 2 11 6
1,000	,, ,,	,,	400	45 ,, 12	,, 2 15 6
1,000	,, ,,	,,	500	45 ,, 12	,, 2 3 6

COTTON.

The Cotton market closes dull, with very little doing. Our closing quotations are—

New Dhollerah and Bhownuggur, Ready	at Rs. 208	to Rs. 214
,, Comrawutee	,, ,,	220 to ,, 222
,, Dharwar Sawginned	,, ,,	236 to ,, 238
,, Compta and Vingorla	,, ,,	210 to ,, 212
,, Higunghaut (deliverable in Jan)	,, ,,	258 to ,, 259

The following purchases have ..... to our knowledge :—

100 candies	New Dhollerah, ready	Rs. 208	to 210
50 ,,	,, ,,	,, 209	
75 ,,	Compta and Vingorla ,,	,, 211	to 212

YARNS.

3,600 lbs. Mule No. 30 ..... per lb. As. 9¾

WEATHER REPORTS.

TUTICORIN, 17th Sept., 5 P.M.—Weather cloudy, wind west-south-west strong, thermometer 94, barometer 29·75.

CANNANORE, 17th Sept., 5-5 P.M.—Weather rainy, wind north-west, thermometer 77, barometer 29·969, rainfall 1 inch 68 cents.

MANGALORE, 17th Sept., 5 P.M.—Weather cloudy, wind south-west, thermometer 87, rainfall 8 cents.

VINGORLA, 17th Sept., 6-25 P.M.—Weather fair wind south light, thermometer 85, rainfall 14 cents.

CARWAR, 17th Sept., 6-40 P.M.—Weather cloudy, wind south-west, thermometer 79, barometer 29·94, rainfall 36 cents.

MILITARY.

ARRIVALS.—SEPTEMBER 17.

Fooks, Colonel, 3rd Regiment Bengal N. I., from furlough, from England.

Louis, Major, 3rd E. Regiment, on medical certificate, from Belgaum.

Fagan, Captain, 2nd Light Cavalry, from furlough, from England.

Buckle, Captain, Royal Engineers, on medical certificate, from Poona.

THE "BOMBAY GAZETTE."

THE following are now the uniform rates of subscription to the *Bombay Gazette* both for town and up-country subscribers :—

Subscription for One Year (*Post Free*)	Rs.	42	0 0
Half Year	*ditto*	24	0 0
Three Months	*ditto*	14	0 0
One Month	*ditto*	5	0 0
One Week	*ditto*	1	8 0

The above rates are for subscriptions paid *in advance*.

"BOMBAY GAZETTE" OVERLAND SUMMARY.

THE shape of the *Bombay Gazette Overland Summary* is now similar to that of the *Pall Mall Budget*. Residents in distant parts of India will find the *Gazette Summary* a convenient Weekly Paper of Bombay and general news. It contains all the Government Orders, Civil and Military, from the official *Gazettes*; specially-written Money and Commercial Market and Freight Reports; Leading Articles on the principal topics of discussion in India; and all the Local and General Intelligence of the Week.

The Edition for Indian Subscribers also contains the Telegrams received from Europe during the Week, and the Special London Correspondence, Political, Commercial, Military, and Sporting, published in the Daily *Bombay Gazette*.

A specimen copy will be sent on receipt of address.

Subscription for One Year, *Post Free in India*, Rs. 12.

Postage to England, Rs. 6-8 per annum.

NOTICE OF REMOVAL.

MR. E. M. WALTON, SURGEON AND MECHANICAL DENTIST, has removed from Meadow Street to No. 3, Hummum Street, above Messrs. Thomson and Co.'s, Chemists, and nearly opposite Messrs. Soundy and Co.'s.

NOTICES TO CORRESPONDENTS.

C. A. P.—The hack buggies are certainly anything but creditable to the city: but we believe the Commissioner of Police is taking steps to have an improved conveyance introduced, the result of which will probably soon be made known.

DOMESTIC OCCURRENCES.

[THE CHARGE FOR NOTIFYING A DOMESTIC OCCURRENCE IS ONE RUPEE, AND THE ANNOUNCEMENT MUST BE AUTHENTICATED.]

BOMBAY.

DEATH.

MURRAY—September 17th, at Bombay, John Murray, late Chief Engineer I. G. S. N. Co.'s s.s. Simla, aged 36.

OTHER PRESIDENCIES.

BIRTHS.

ANDERSON—September 12th, at Bangalore, the wife of Captain W. Anderson, Madras Staff Corps, prematurely of a son, who only survived his birth three hours.

HARRISON—September 8th, at Peshawur, the wife of Captain A. H. Harrison, 6th Royal Regiment, of a daughter.

WAY—September 9th, at Saugor, the wife of Captain G. A. Way, of a son.

DEATHS.

WADE—September 9th, at Cherat, of enteric fever, Francis Flory Wade, Lieutenant 55th Regiment, aged 29 years.

WILSON—September 11th, at Meerut, of cholera, Anne, the beloved wife of Mr. W. Wilson, aged 46 years.

The Bombay Gazette.

WEDNESDAY, SEPTEMBER 18, 1872.

NOT long ago a correspondent, writing to the *Indian Statesman*, suggested that land should be given in each station for the purpose of allowing maize to be grown for the purpose of alleviating in some small way at least impending famine. Regarding the feasibility of such a proposal being successfully carried out, we may have something to say at a future time; at present we only intend to touch upon the powers granted to Cantonment Committees in connection with the growth of such crops. If we remember right, these Committees were appointed to preserve the health of camps and their inhabitants: a subject which our experience leads us to believe that no medical authorities have ever yet agreed upon, why we know not, but so it it is. Everybody seems to have their own ideas of what is healthy and what is not, just as farmers are at variance to this day as to whether an unpleasant manure or one free from smell is the strongest and consequently the most effective. Our attention has been more especially directed to this subject in consequence of certain summary action taken in the matter at the station of Neemuch. Before saying a word regarding the matter in dispute, we are of opinion, and that opinon we wish to state, that under the existing orders of Government the authorities at that station were on the right side, so far as those orders were concerned, and it is with a view to bring to the notice of Government the wrongs that must be committed in carrying out those orders that we make the following remarks. In 1864 the 45th Foot were decimated by cholera at Neemuch, and the station was universally voted the most unhealthy station in the presidency. In 1865 Lord Napier of Magdala visited the station, cultivation generally was prohibited, and a resolution of Government was passed that either the ground round the camp for some distance was to be kept clear of rain crops, or that land given up to Government. We are nearly certain we are right in stating that the former alternative was accepted. For that year all went right, but since then nothing has been done till this year. We do not presume to say on whom the responsibility rested, but we do say that by allowing one infringement to become a custom a great wrong has been done to the renters of gardens in Neemuch; more especially as the gardens were rented from year to year, many opportunities must have occurred to warn these cultivators of their liabilities. It may, in fact it has been urged, that the rule was well-known, but this is no legal evidence; the gardens were sold by auction in each year, and finding the intimation had not been given to their predecessors, it was only natural that natives should be under the impression that the order had lapsed, and it is only on these grounds that we consider the grievance to exist. Either the party selling the gardens is guilty of neglect, or the natives (a hard fact to believe) have been neglectful of their own interests. It is impossible to believe the second supposition, so we are bound to accept the first. It still remains, however, to give our reasons for believing, as we do, that this cultivation of rain crops is not detrimental to the public health; and to prove this we trust our readers will pardon a very short description of Neemuch itself, being the best example we can afford as to how medical opinions can differ, and results ensue. Neemuch, then, stands on two sides of a ridge, which runs due north and south; the prevailing wind is south-east; south of camp is, as one might say, hermetically sealed by gardens; the cultivation is carried on at intervals half way up the western flank; the north side is open country, the east is the same except in the south-east corner. If cultivation had anything to do with the subject, considering that water is abundant all the year round, except in the actual cantonments itself, how is the fact to be explained that all the sickness from 1864 has existed in the north end of camp? The Royal Artillery, with the exception of 1864, have been entirely free, and even in that year they only had two or three sporadic cases: in fact, in every season, when sickness has appeared at the north of the camp, there has been none to speak of in the south: be it known that the Royal Artillery are due south, the infantry due north, and that no real sickness has ever appeared in the south which is close to, nay touching, the cultivation on that side. Surely then something can be said in favour of cultivation round cantonments. It may be said that cholera generally breaks out in the hot weather, and that consequently the rain crops can have nothing to do with it; but then, if they do bring an influence to bear, why do not the Artillery close by bear an equal, nay rather a greater, proportion of casualties or cases? We have no wish to enter into a discussion with medical authorities on this point: they, we know, will never agree; but we still fail to see on what grounds rain crops have been particularly interdicted at this station when they are allowed at many others, and when the first change of authority at this may bring a repeal of the existing interdiction of them.

THE new Municipal Bill is meeting with the most decided opposition from all classes of the community. In the Legislative Council both the English and native independent members eloquently denounce it; Her Majesty's Justices of the Peace, who are all appointed by the local Government, assemble together in order to record their protest against it; the native gentlemen generally of Bombay do the same thing, and the Ratepayers, through their Association, express their distrust of it, and ask in vain for a reasonable time to consider its bearings as it now exists in its amended state. We are fully justified then in saying that the Bombay Government is presenting itself before the world in the ludicrous position of trying to force a form of government upon the second greatest city of the British Empire—a city full of intelligent, wealthy men, who often have to conduct affairs of great difficulty and magnitude,—and the position is all the more ludicrous because the form of municipal government which is thus forced upon Bombay affects to be a boon of self-government. What the Poona Legislative Council virtually says is—"Yon Justices, European and native gentlemen and ratepayers of "Bombay are abundantly able to take care of "your own affairs, and therefore we bestow upon "you this municipal constitution;" but, all the while, the Justices, unsworn gentlemen and ratepayers are loudly exclaiming that the Municipal Bill does not offer them anything of the kind which it professes to give, and is not at all what they want or what they absolutely stand in need of. This style of dealing with Bombay savours remarkably of the "Chronicles of Budgepore" and of the way in which, ten years ago, Collectors were wont to deal with little ignorant towns in the Mofussil where the only English-speaking people were two or three Government officers. The whole Indian style is open to severe animadversion of forcing people to take part in the management of municipal affairs who are neither capable of doing so nor willing to do so and of preventing those from doing so who are both capable and willing. Why should so much pains be expended in training up the plant of municipal self-government, and propping it until it is able to stand by itself, if the next thing to be done is to tie it down with ropes? Such a city as Bombay is quite as well able to take charge of itself as any people in India are to do so for it, and it is perfectly obvious that the very first step in allowing it to take charge of its affairs is to let it have a municipal constitution with which it is itself satisfied and which it accepts. That Bombay is not disposed to accept the Municipal Bill which is being passed by the Poona Legislative Council has been indicated in many ways, but by none more forcibly than by the meeting of the Justices of the Peace of which a report appears in our columns to-day. That meeting came to the conclusion that the new Municipal Bill "disappoints the expectations of "the public and ought not to be passed in its "present state." As an indication of the tone of the meeting we have Mr. Connon, its Chairman and the Senior Magistrate of Police in Bombay, remarking that "they appeared to be all unanimous in their condemnation of the bill;" and those thus spoken of were among the leading members of the community, both European and native, and of various classes and professions. So far from the new bill being regarded as any improvement on the Act of 1865 which has led to so much scandal and distress, the general opinion seemed to be rather the other way, and Mr. Martin Wood ably pointed out that in certain important respects "the evils which had arisen "under the Act of 1865 were, as most persons "now considered, liable to be perpetuated, and "in some instances intensified under many "clauses of the new bill." Dr. Dallas—to whom belongs the honour of having been the first member of the Bench to complain boldly in 1870 of the state of municipal affairs—analysed the provisions of the new bill with all a lawyer's acumen and more than a lawyer's eloquence, and pointed out how delusive they were in their promise of conceding self-government, and how entirely the Town Councillors, which it is proposed to make, would, by these provisions, be "fettered "hand and foot to the Municipal Commissioner "of the Bombay Government." The learned Doctor's sarcastic allusion to "the Oriental feeling that apparently sways our Legislative "Council here," ought not to be lost sight of. The Government would also do well to note his advice to the citizens of Bombay to refuse to serve under the new Act. This probability we have already pointedly alluded to when we recalled the adage that though one man may lead a horse to the water a dozen men will fail to make it drink unless it be inclined. But the most curious part of the speech of Dr. Dallas was that in which he pointed out that any member of the proposed Town Council subjects himself, on accepting office, to the action of clause 166 of the Penal Code, in such a manner that he may be condemned to a year's imprisonment for simply doing what he considers to be his duty and what Town Councillors in other parts of the world are perfectly free to do. The eloquent conclusion of the speech of this gentleman is also specially worthy of note. It strikes a note which cannot fail to find a response in the heart of every worthy citizen, and it remains not so much to discuss this question any more as to ask why we—citizens of a free State—should submit to be dictated to, tyrannised over, and insulted by a few official Struldbrugs up at Poona "who have no rememberance of any "thing but what they learned and observed in "their youth and middle age, and even that is "very imperfect."

LATEST INTELLIGENCE.

[REUTER'S TELEGRAMS.]

MISCELLANEOUS.

LONDON 17TH SEPT.

The bakers dispute has been settled.

The money order system between England and India will be introduced on the 1st of October next.

OBITUARY.—Sir William Harrison Walker.

LONDON, 16TH SEPT., AFT.

The Liverpool cotton market to-day closed dull and heavy.

Fair Dhollera, 6¾d.

In the Manchester market there has been a fair business, and prices a little firmer.

Arrival.—Helen Scott and Sandringham.

ON the 1st October next the money order system will be extended to India.

A PEARL fishery is about to be established on the north-western coast of Australia. That in the west is a success.

THE latest China papers announce His Majesty the Mikado at Hiogo, and His Majesty the King of Cambodia at Canton.

THE *Indian Public Opinion* has heard, on what it calls "good authority," from England that the tragical death of Earl Mayo was the cause which suspended an enquiry into his administration.

WE (*Indian Mirror*) hear that Sir John Strachey does not at all covet the Lieutenant-Governorship of the N. W. Provinces, but Sir Richard Temple does. Sir Richard may yet become the successor to Sir William Muir.

AMONG the items of interest from Sydney are the news that garroting has become quite the fashionable crime; and that a bill for compulsory vaccination is expected to be passed during the next session of the local Parliament.

AT a meeting of friends of the late Mr. F. O. Mayne, C.B., held at Nynee Tal on the 10th instant, it was resolved to invite subscriptions to a public memorial designed to perpetuate his name in the N. W. Provinces. The precise object to which such subscriptions may be best devoted will be hereafter decided by the general body of subscribers. It was, however, suggested that the memorial might be well associated with the Alfred Park and Thornhill Memorial, in both of which Mr. Mayne was very deeply interested. Nearly three thousand rupees were subscribed on the spot, and a committee was formed to invite and receive further contributions.

THE New South Wales gold mines continue to astonish. A stone weighing 15½ tons was lately crushed, and the yield of pure gold was 6,733 ounces! From the tin mines reports are very encouraging indeed, and the interest in this mineral is every day increasing; while the continued high price of copper in England is acting as a powerful stimulus to the formation of companies for the excavation of that metal also. Almost every week new companies open up new ground, and last month to one mine alone there came out from England 236 Cornish miners with their families! The mine paid a dividend last quarter day of 75 per cent.

MILITARY ITEM.

THE following postings have been made in the Royal Artillery:—Colonel Dickens, from the late 25th Brigade, to the 16th Brigade, vice Hammond, promoted; Lieutenant-Colonel Gray, from the late 25th to the 13th Brigade, vice Fooks; Major P. C. Anderson, from the late 25th Brigade to C 16; Major Hawkins, from the late 25th Brigade to D-16; Major C. McW. Mercer, from the 7-23rd to B-19; Major Finlay, from the late 23rd Brigade to E-19; and Major and Brevet Colonel Roberts, V.C. and C.B., to the 7 23rd.

THE LEGISLATIVE COUNCIL.

A SPECIAL telegram from Poona informs us that yesterday the Legislative Council reached and passed the 152nd section of the Municipal Bill. There was a long discussion on section 137, and "draining" is only to apply to surface draining, lest Government under the "bludgeon" clause should order the execution of a large drainage system.

TURF NEWS AND CLUB GOSSIP.

(FROM OUR OWN CORRESPONDENT.)

LONDON, 22ND AUGUST.

MR. THOMAS CARLYLE the other day told Dr. Cuyler, of New York, who is visiting him at Chelsea, that Europe was at present sunk and swallowed up in one abominable and damnable cesspool of fœtid lies, shoddies, and shams. The plain spoken historian might, with all truth and candour, have added that the worthy doctor's trans-Atlantic nation lay smothered in the lowest depths of this nasty compound. I sent you one American account of the late International Boat-race, and now for the benefit of your readers venture to send another with a still more noisome savour of Bunkumville and Milwaukum about it, smacking strongly of the fœtid essence of the pool :—

SIR,—In compliance with your generous instructions, I started on my perilous voyage across the Atlantic, specially dispatched to see and describe that miserable and fallacious performance miscalled a race. Mr. Editor, the darned white-feathered, misshapen—but I forget, I am falling into native vernacular, quite unfit for your distinguished and accurate columns. Well, to proceed. There Britishers may call it racing, I just don't. Put two boats on a river, give one of them the best course, a clear start, and no favour, and tie a cable astarn of the other, and set a twenty-two thousand horse-power steamer to pull the other way, and see which wins. Now I don't say this is what they did to our boys on the Thames, but they might as well have done it at once. Not they—these Britishers just played low down on them, you bet; why for slyness, for real downright self-seeking perjury, your Londoner will just kick creation. A genuine downeaster ain't bad, but the old country lot simply make a fool of him. Now this is a fact. One of the great London betting men had got 22,143,763 dollars on the race, and he was heard to say that the Yanks shouldn't win, if he had to poison them himself. When I say that twenty-four lbs. of arsenic was detected in the food supplied to the Atalantas during a week, you may just guess at the attempts made. However this wouldn't do, no how. The boys came fit to the post, and meant winning. But the Britishers knew better. Some five-and-twenty boats were manned with London rotten-eggers, and each of these were sworn to run the Atalanta down. Most of them failed, but at last one succeeded. Smash into the boat they went. In a minute the crew was in the water, and attacked by a crowd of ruffians, who with oars, sticks, and brickbats endeavoured to knock the life out of the poor fellows who were swimming in the muddy torrent. Had it not been for the steamer, not a man would have been saved alive. As it was they were dragged on board half-drowned and half-stunned. For long it was a question as to whether they were dead or alive; at last they were brought to and conveyed safely, though bruised and bleeding, to the boathouse. As to the boat there was not a piece left the size of an ordinary walking-stick. This, Mr. Editor, I saw with my own eyes. Of course, a vexed and unprincipled press suppressed this. Where the shriek of the bird of freedom is unheard, where the rustle of the stars and stripes is never listened to, a man dare not speak the truth. In our own glorious country the press is at least unmuzzled, and if a dastardly action is done there is a noble and an unbridled populace to tear in pieces the ruffians who commit it. . . .

This as a sample of abuse is unique, and, when compared with the account already sent you, reminds one of the old gentleman from the country, stopping at a first-rate hotel in New York, who wrote home that his room was six storeys high, and his bill was three storeys higher than his room. The Americans abuse each other by machinery, and, to judge by this unmuzzled effort of the printing press, have turned it on full power against us. The penny-a-liner who composed this tirade must be first cousin to Ananias and Sapphira his wife, with a strong strain of Jute Sing in his impure blood. We cannot touch pitch without being defiled, and the best plan in future will be for us to decline matches of any kind with Yankee Doodle. It is a comfort to think that Stanley, the gallant traveller is Mr. Rowlands—a Welshman born and bred in the vale of Clwyd, and that he never saw America till the commencement of the civil war.

The American Turf, Field and Farm reports that Kingfisher, a son of Lexington and Imperial Etham Lass, made a trial run, two miles, at Saratoga on the Saturday after the meeting in 3.37 with heavy training shoes and 112 lbs. up. The track was not in tip-top condition, and many think it equal to 3.30 on a good track with racing plates. Mr. Belmont, his owner, has much confidence in his horse's rare racing qualities, and has expressed his willingness to match him against Harry Bassett for 2 miles. The course at York, which is as dead a level as that of Byculla and therefore a very trying one, has been well drained of late years, and though somewhat heavy on the far side of the plantations and the grass rather too long, the going was pretty good, yet very dead and great trial of stamina. Although the weather in the north till the end of last week had been miserably dreary and damp, without a gleam of sunshine or a bit of blue sky, nothing could be better than what we are having during the Knavesmire meeting. Considering the attractions of the moors there was a very fair gathering of turf patrons and of country families, and the Yorkshiremen, a dreadfully rough and obtrusive lot, mustered in force and hustled to their hearts' content. When it became known that the three Derby cracks, Somerset, Paladin, and Kaiser, would fulfil their engagements, who could regret even being knocked about honest sporting Tykes? To see three colts, the first pronounced to bet the model on which a Two Thousand Guinea winner should be built on, the second cast in the mould of his stable companion Queen's Messenger of the St. Leger "sealed pattern," and the third, all over a Derby horse, is to my mind a sight worth coming far to see. Then again we, all of us groping in the dark, hoped to get some insight into the St. Leger. I have made one firm resolve, and that is never to risk the decimal of peppercorn on that uncertain horse Albert Victor. Such an in and out runner would turn the pockets of the whole Rothschild family inside out and leave nothing to scramble for. At one meeting he is quite first-class, at the two following only moderate, and here, though looking light and wasted in muscle, completely turns the tables on Indian Ocean—showing the Liverpool Cup running to be all wrong and that my prophesy was correct and he ought to have won—and when asked to go a bit faster at the end of the race for the Great Ebor Handicap, he at once, full of running, dashes to the front with "the speed of thought" and, shooting away from his field, wins easily by a length, carrying the top weight. Now this is a sort of thing "no fellow can understand," and I can only close my barely lined pockets and register a vow that this second Yellow Jack shall carry no more of my gold. My "tip" Hobart ran well in front till they entered the straight run home when he broke down, and so badly, that after he passed the post he could hardly hobble back to the paddock. Molly Cobroy, who had been lying last till they made the turn for home, threaded her way through her horses and came to the front with such a dash as is not often seen and for a moment looked to have the race at her mercy, but the effort, made at the wrong time, was too much for the filly, and she shut up in a most unmistakeable manner. Loates lay too far out of his ground. Muddle is a mean little mare, but led the field to the Middlethorpe corner and then retired. Indian Ocean ran like a thorough stayer. The race was run at a rattling pace, and Albert Victor's performance was quite a first-class one, and partly repaid Mr. Cartwright and Custance for the many times he has "turned it up." Sir Frederick Johnstone after all has not much to regret in having accepted 4,500 gs. for Somerset, and as the colt does not appear to have improved since he left Danebury, John Day must look upon the colt's defeat with no little complacency. What Lord Lonsdale thinks of his purchase is quite another thing. Somerset, though a very fine colt, is like his sire flat sided, and on that account, though otherwise a grand animal, I have always thought that a short distance would suit him. He has great speed but is deficient in stamina, and his great victories have been on the July course at Newmarket the easiest in England, the finish being in a dip. Kaiser on the other hand is built and bred to stay. These two colts have now met four times. On the first occasion, at Stockbridge, and Kaiser won. On the second the flying Cantiniere beat them both, but Somerset was second best. The third race, the July Stakes at Newmarket, Somerset won; and here Kaiser, with an allowance of 3 lbs., canters in three lengths ahead of him in the Biennial, having had him "all out" and settled two furlongs from home. Paladin won the Convivial Stakes as easily, carrying a 5 lbs. penalty, and so far Mr. Saville and Lord Falmouth appears to have next Derby between them. Count de Lion—unfortunately not in the Derby—kept up his prestige by cantering away with the Prince of Wales' stakes. Mr. Merry's old favourites Thormanby and Catherine Hayes have bred him a very nice filly in Albani, who won the Filly Sapphire Stakes very cleverly, but the stable is not free from that bad tempered and uncertain brute Falkirk, who could not have lost the Londesborough Cup, unless he meant it: Cannon rode as if riding for his life, but could not overhaul Mr. Fox. In the York Cup Albert Victor started with 4 to 1 on him and sold his backers to the tune of thousands. Agility was his only opponent, and made the running; Custance challenged at the distance, but could never quite get up, and the brave little mare won amidst wild excitement by a head. J. Osborne is certainly a very powerful rider, and the struggle between these two fine horsemen from the distance in was a great exhibition. I do not remember any race creating a more profound sensation. Kind Lud completely disgraced himself in the great Yorkshire Stakes, running a thoroughly bad horse. Cremorne gave him 7 lbs. and won hard held by four lengths. The race was a pottering affair, the mile and quarter being negociated in the wretched time of 3 minutes 25½ seconds. Only four ran. At a very moderate pace Muddle cut out the work, closely attended by the King, the pair being three lengths clear of Cremorne, the St. Leger imposter Intrepid bringing up the rear. No change took place till fairly in the straight, when Maidment set Cremorne a-going and it was all over. King Lud after a sharp struggle only beat Muddle for second place by a length, and Intrepid was a neck behind the mare. After this what are we to think and do about the Leger? I am sorely troubled and do not see my way out of the maze.

Early in the week a strong opposition set in against Prince Charlie and Drummond, but when it came to be known that the former had done a good two mile and a quarter gallop yesterday morning, and that Jennings had returned from France and had set the latter some strong work, both came into favour again. Wenlock shows signs of weakness which I cannot understand, as he is doing more work than anything in the race. Queen's Messenger did something approaching to a gallop yesterday, and was immediately backed for a trifle at 30 to 1. It is rumoured that there is a screw loose with Wellingtonia and that he has been eased in his work. Como has gone amiss and is friendless at 200 to 1. Little or no business has been done about Gladiolus, but he has been doing capitally and is being sent along in earnest. Young Sydmonton is sure to run, and so is the Danebury pony, who they say is too small to win such a race, but he is bigger than Borealis, who at one time, and very close to home too, very nearly pulled through in Lord Clifden's year. Onslow is doing well, but as the weather has appeared to have set in for fair the training ground will become very hard and tell against the cripples. On my way back from York I stopped at New

SHIPPING ITEMS.

THE SHIP LORD CLYDE, 1,116 tons, Captain T. Ellis, arrived yesterday from Zanzibar (August 29th) with a general cargo and the following passengers :—Mr. W. Arnold, and thirty native deck passengers.

THE BARQUE MOSS ROSE, 787 tons, Captain H. Smith, arrived yesterday from Liverpool (May 25th) with a cargo of 910 tons coals, and 90 tons coke, belonging to the G. I. P. R. Company. The vessel is consigned to the captain.

THE SHIP BAVELAW, 1,034 tons, Captain Thomas Byrne, arrived yesterday from Liverpool (May 14th) with a cargo of 1,214 tons coals and 205 tons coke, belonging to the G. I. P. R. Company. The vessel is consigned to the captain.

MESSRS R. RUBATTINO AND Co.'s S. S. C. ARABIA, 763 tons, Captain G. Caboura, which arrived on the 16th instant from Genoa, &c., via the Suez Canal, brought the following cargo :—676 packages wine, 702 cases spirit, 155 cases wine and spirit, 32 cases corks, 255 cases sardines and fruits, 16 cases tissues, 25 cases port, 2 cases biscuits, 3 cases linen goods, 2 cases paper caps, 2 cases spectacles, 1 case drugs, 1 case medicine, 1 case toys, 7 cases apparatus, 1 case gold thread, 1 case soap, 1 case corals, 2 cases sundries, 1 case books, 4 cases roots, 1 table, 1 case saddlery, and 11 packages merchandise and samples. The following is the transhipment cargo :—For Cochin—50 cases spirit. For Kurrachee—375 cases spirit. For Calcutta—15 cases tissues and 200 tons salt.

STATE OF THE TIDE AT BOMBAY.

HIGH WATER.				SEPTEMBER.	LOW WATER.			
Time.		Height.			Time.		Height.	
H.	M.	FT.	IN.		H.	M.	FT.	IN.
11	57 m	7	8	Wednesday ... 18	5	46 m	6	10
	.....	.....			6	14 a	7	9
0	24 m	6	10	Thursday 19	6	28 m	6	6
0	35 a	7	5		6	48 a	7	10
1	1 m	6	9	Friday 20	7	5 m	5	10
1	7 a	6	8		7	23 a	7	7
1	46 m	6	3	Saturday..... 21	7	43 m	4	7
1	26 a	5	4		7	59 a	6	10
2	30 m	5	4	Sunday 22	8	23 m	3	2
2	8 a	4	3		8	36 a	5	11
3	16 m	4	2	Monday..... 23	9	5 m	1	10
2	39 a	2	10		9	14 a	4	8
4	9 m	3	1	Tuesday..... 24	10	53 m	0	8
3	14 a	1	8		10	5 a	3	8

MOON—Last Quarter, 24th, 6h. 11m. P.M.

ARRIVAL OF H. M. S. VULTURE.

H. M. S. VULTURE, 664 tons, Commander Robert B. Cay, arrived yesterday from Muscat (September 11th) with 156 slaves (liberated). 8 slaves died on the passage, and thirty-eight were attacked with small-pox. The commander reports that he experienced heavy squalls from S. W. and S. with rain and high sea.

COTTON EXPORTS FROM SIND.

FROM a statement submitted to Government by Mr. W. F. Cary, acting Collector of Customs, Kurrachee, we see that during the month of August last, 306,544 lbs. (780 bales,) of cotton of the aggregate value of Rs. 94,715, were shipped from ports in Sind, in the Bombay Presidency, to foreign or external ports. 30,800 lbs., valued at Rs. 8,000, were shipped to London; 13,328 lbs., of the aggregate value of Rs. 4,250, to Liverpool; and 262,416 lbs., valued at Rs. 82,465 to Hongkong. In addition to the above, 645 pressed bales of cotton, weighing 253,736 lbs., of the value of Rs. 70,295, were shipped to Bombay for transhipment to foreign ports.

HIGH COURT DECREES.

...the High Court, the following short ...d before Mr. Justice Bayley :—

...L BANK CORPORATION VS. COWASJEE BYRAMJEE COLAH.

...erson, instructed by Messrs. Craigie, Lynch, ...owen, appeared for the plaintiffs. The action was brought to recover Rs. 1,600 due for calls on shares of which defendant is the registered holder. Defendant had been credited with a sum paid by him on account; and the Court gave a verdict for the plaintiffs for the balance, Rs. 1,250, with interest and costs.

KHUTAO WAGHJEE V/. KHUTAO GANGJEE AND ANOTHER

Mr. Macpherson, instructed by Mr. Hope, appeared for the plaintiff. Plaintiff claimed Rs. 8,834 on an adjusted account. Since the adjustment defendant had paid in all Rs. 7,000, leaving a balance of Rs. 1,834 due for principal only. One of the defendants appeared in person and wanted plaintiff to accept eight annas in the rupee which all the other Creditors had accepted. Plaintiff did not consent, and the Court gave a decree for him for Rs. 2,063, with further interest and costs.

THERE were half a dozen short cases set down on Mr. Justice Gibbs' board; but they were all dismissed for want of appearance of the parties.

THE ACCIDENTS ON THE B. B. & C. I. RAILWAY.

Bombay, Baroda, & Central India Railway,
Agent's Department, Bombay, 17th Sept. 1872.
No. 4704 of 1872.

To Lieut.-Col. H. F. Hancock, R.E., Actg. Consulting Engineer for Railways, Bombay.

SIR,—In continuation of my letter to you, 4630 of yesterday, I regret to have to report that Mr. Richmond has telegraphed me this morning from Bheelar, that the line for half a mile on each side of the Bugwarra bridge, between Damaun and Oodwara, has been washed away, that the Par bridge has gone entirely, and that seven spans of the Orunga bridge of fourteen spans just north of Bulsar are down.

2. Intelligence by Government Telegraph via Ahmedabad has also been received from the District Traffic Superintendent at Umulsar, 137 miles from Bombay, at the northern end of the interrupted portion of the line, to the effect that yesterday the line was impassable for trains south of Umulsar, at which station the up mail train due in Bombay on Sunday evening had been stopped.—I have, &c.

C. CURREY, Agent.

THE BOMBAY ROYAL SPINNING AND WEAVING COMPANY.

AN ordinary as well as extraordinary general meeting of shareholders of the above company was held yesterday at the company's mills, Parell, Mr. Cursetjee Nusserwanjee Cama in the chair. Twenty-six shareholders of the company were in attendance.

At the ordinary general meeting the directors' report was adopted and the audited accounts up to 30th June 1872 were passed. Messrs. Ghellabhoy Paddumsey and Dhurumsey Poonjabhoy were elected directors, and Messrs. Jehangir Gustadjee and Byramjee Cursetjee Ghandy were appointed auditors for the current year.

The importance of the business to be transacted lay in the resolutions which were to be brought before the extraordinary general meeting, which was held immediately after the ordinary meeting. The two resolutions for passing which the meeting was convened have appeared for some days in our advertising columns. At the outset, Mr. Kessowjee Naik made a liberal overture that his son should in no case get more commission than one-quarter of an anna on every pound of cotton yarn or cloth manufactured and sold by the company; and an amendment altering the first resolution to that effect was proposed and carried unanimously. A second amendment to the first resolution—proposing that it be amended by striking out of the fourth and fifth lines therefor the words "during the term of his natural life," and by striking out the whole clause about giving him, in the event of the company being wound up, compensation for the loss of his appointment in the shape of an annuity—was put to vote and was lost. The first resolution, amended as follows, was then carried by a majority of votes :—

1st.—Nursey Kessowjee, Esq., shall upon entering into an agreement in that behalf with the company be the secretary, treasurer, and agent of the company for the purpose of carrying on the business of the company during the term of his natural life at the remuneration of a commission of one-quarter of an anna on every pound of cotton yarn manufactured and sold by the company, and of a commission of one-quarter of an anna per pound on all cloth manufactured and sold by the company—provided that the said Nursey Kessowjee shall not be entitled to charge, in addition to his commission for sale of cloth manufactured by the company, any commission whatever for the cotton yarn from which such cloth may be manufactured by the company. The agreement between the said Nursey Kessowjee and the company shall also provide that, in the event of the company being wound up during the lifetime of the said Nursey Kessowjee, he the said Nursey Kessowjee shall be entitled to receive and shall receive from the said company or the liquidators thereof, as compensation for the loss of his said appointment, such a sum of money as will be the then present value of an annuity for his life of an amount equal to the annual amount earned by him as commission as aforesaid on an average of the three years next preceding the winding-up of the company if the company shall have so long existed, and if not, on an average of the period during which the company shall have existed, which sum is to be ascertained by two actuaries, one to be named by the said company or the liquidators thereof, and the other by the said Nursey Kessowjee, or if they differ by an umpire to be named by them.

The second resolution was next brought forward, but Mr. Nursey Kessowjee himself withdrew it and proposed in its stead a fresh resolution which was unanimously carried, namely, "That resolution No. 2 be not adopted by this meeting, but that the powers now vested in the directors with regard to the management and conduct of the affairs of the company should be exercised by them as heretofore."

A vote of thanks to the chairman closed the proceedings.

OPENING OF THE HYDRAULIC LIFT GRAVING DOCK AT HOG ISLAND.

WEDNESDAY, the 11th, was the day first fixed upon for the opening of the above Dock, but the ceremony was postponed until Monday, the 16th instant, as it was considered desirable that the committee appointed by Government, composed mostly of Marine officials, should previously see the machinery tested in their presence. A few days ago the committee met at Hog Island, and we learn that their report was most satisfactory, and to the effect that the giant structure was a great success. Her Majesty's iron clad ship the Magdala had been sent some ten days ago to the island under the command of her experienced captain, Lieut. Palmer, R. N., and it was arranged that this huge ship should be the first one in India upon which the experiment should be made. On Monday morning the company who had been invited to witness the docking began to assemble at the Apollo Bunder at about 7 o'clock. The band of H. M.'s 19th Regiment, which had been kindly lent by the officers of that regiment for the occasion, marched down from Boree Bunder, fell out and waited for boats, and a steamer, to convey them to their destination. Time dragged wearily along and no steamer put in an appearance, nor were there any boats in readiness in which to embark the musicians, their heavy music stands, and instruments. The assembled gentlemen began to complain at the want of proper arrangements, and of the great mistake made by somebody—who that anonymous personage was, no one seemed to know—in not having an official representative to receive the visitors and embark them. At last the steamer "Camel" hove in sight, brought up and dropped anchor in front of the Apollo Bander, one solitary boat put off, and this would have had to make many trips to embark the band and company. The rain began to drizzle, and one by one several of the excursionists declared that they would not wait any longer, and it was not long before a full blown Colonel and the Chief Magistrate of Police actually mizzled.

Surgeon Wakefield, who was in charge of the band, tried in all directions to procure boats, without success, and the sea being very rough, and fearing to risk the men, and the new and expensive musical instruments to embarkation in small and dangerous native tonies, this officer very wisely ordered the band to march back to their quarters. This was a disappointment at first to many, but when Hog Island was reached his prudence was appreciated, for no accommodation for the band, not even a shed, had been provided, and as the rain fell incessantly, the men, music, and instruments would have been drenched.

Through the civility of the officers of the Public Works Department, and by means of their boats the company at last got on board the steamer Camel, and the anchor having been raised the run to Hog Island was accomplished at a good speed. The steamer Dagmar, we believe, took off several gentlemen from the Mazagon Pier. Although it rained hard, the air was cool, the breeze most refreshing, and the view from the deck of the steamer this of Butcher's Island and Elephanta was exceedingly pretty, and caused one almost to forget that he was still in this hot and far off part of the world. The former, wore a most lovely shade of emerald green, while the tall trees on the latter island were clothed with a thick umbrageous foliagee, and extended down to the very edge of the sea which washed the tiny land of caves, the well known and chosen spot of Bombay picnickers, of anxious and expectant speculative spinsters.

No sooner was the company landed than it got bruited about that "no ship will be raised to-day," and the disappointment on every one's face was marked and visible. The members of the committee were noticed here and there and subjected to many questions. It appeared that Messrs. Emmerson and Murgatroyd were only bound by their contract to complete the work and hand over the Dock to Government by a certain day. They were, it was stated, under no covenant to assist in raising any ship, the guarantees in their agreement only being that the Hydraulic Dock would when finished be equal to lifting a ship of a certain length, breadth, and weight. But it was a matter of great consideration to Government, to get these gentlemen with their staff of engineers and workmen to show the Government servants—who are to take future change of the Dock and its machinery—the practical way in which the novel engines should be worked, and how the huge cradle should be slowly wound up from the bottom of the sea. Mr. Stansfield, too, was anxious that his three and half years of constant toil should be rewarded by his being put in a position to say that he had lifted the largest ship that ever was taken wholly out of the water by hydraulic pressure; and Mr. Maclaren, the contractors' agent, was likewise desirous of adding more renown to his well known firm of employers, by having the pleasure of reporting that a mighty monster had been cradled on the slips of a dry dock, built at enormous expense and under many difficulties in a foreign land. All these hopes however were doomed to be cast down. Government had telegraphed at a late hour the previous night to the effect that the Magdala should not be raised, unless Mr. Stansfield, the engineer, would bind himself to recoup Government for any damage the ship might sustain. This was a post clause to a contract of so unreasonable a nature, that both Mr. Stansfield and Mr. Maclaren declined to render their employers responsible to such an extent, although Mr. Stansfield, we believe, was willing to stake his professional reputation on the success of the event, and assured every one that the fears suggested were frivolous and groundless.

It certainly struck every one as more than unusual that Government should not have thought of all this before, and that the public of Bombay should have been allowed to proceed to Hog Island and to be made the victim of something very like a wretched hoax. At the eleventh hour, report says, the Government solicitor advised, that the Magdala should not be lifted unless the contractors and engineers bound themselves in a penalty, and well-informed people say the amount would have been about half a million of money, to make good any damage the result of unforeseen accident. Report had it, that it was not the soundness of the Dock which Government feared, but the stability of the Magdala herself, and that as she was heavily clad with iron plates, there was a risk that as she gradually lost the support of the water at her sides when rising out of it she might burst asunder. This opens a most important subject for investigation. If it be true, or even suspected, that the Magdala is so badly and weakly built that she cannot support her own weight when docked, the sooner the fact is ascertained the better. Four hundred thousand pounds have been expended on this "Lift Dock," and scientific Government and civil engineers and also able seamen have expressed themselves as satisfied with it, and yet no ship was allowed to test its strength. In order to prove that the fears as to the dock were groundless, Mr. Stansfield had the gigantic pontoon sunk some 32 feet, and then raised it with the greatest facility. The weight of water which it contained was said to be three or four times the weight of the Magdala, including all her armour and guns. Thus it was proved to demonstration, that this heavy ship would only have been a feather weight, as compared with the enormous number of tons pressure which we on Monday last saw lifted. It was a sight worth seeing to look at the even way in which the thirty-six pistons moved. There were 18 iron pillars on each side of the dock, and as the cradle came up the iron heads registered the numbers of feet on the pillars on each side and showed if the pontoon was rising evenly. It struck us as very odd that so much money should have been expended upon a dock at such an out-of-the-way place as Hog Island, but we were informed that sufficient depth of water could not be obtained for its construction nearer Bombay. This Dock is some nine miles from the Apollo Bunder, far too great a distance for a disabled ship to be made to travel if hit by an enemy's guns at the mouth of our harbour.

We understand that the committee are in no way to blame for the disappointment which has occurred, and that the responsibility entirely rests with the advisers of Government. We suppose that the man of law who is said to have stopped the proceedings on Monday must have been prompted by some Government engineer. The public have a right to know who really was the person who has started the problem of the weakness of the Magdala or unfitness of the Dock. For ourselves we do not share in his nervous feelings and prognostications, although we must insist upon the fullest enquiry into the following question, Was the graving dock not strong enough to bear the Magdala, or was the Magdala too ill-built and weak to be cradled upon it? This is the true issue, and it not only concerns shipwrights, and builders, engineers, and contractors, but the public; and it Government must be answered. Although the disappointment of the visitors was great at not seeing the ship docked, yet witnessing the dock lifted was most interesting. A dock nearly 400 feet long, and some 80 or 90 feet broad, with the pontoons loaded with water, was a novel sight to see slowly coming into view as it rose up from the sea. We felt inclined to cheer as the lower part of the Dock appeared above the surface of the water, but, on looking round, we saw that the cry of "no ship to-day" had damped the spirits of the spectators, who however, despite the rain and occasional hot bursts of sun, manfully stood on the platform, some with overcoats and some without. Many gentlemen were wet through, but no one left until the tiffin-bell rang, at about two o'clock, and as all had been out since seven o'clock without food it had a pleasant tinkle. The committee to the astonishment and regret of some did not appear at the refreshment tent, and report had it that they were regaled by one of the Marine officials on board a steamer. This of course gave rise to much remark, and we felt sorry to hear that the contractors had not taken greater care to prevent any cause for offence, as they should have done, by paying more marked attention than they did, to the representatives of Government. However such matters did not stop the harmony of the repast, which was truly sumptuous and laid down by Messrs. Hammond & Co., of Apollo Bunder, in the most liberal manner. It rained heavily throughout the whole of tiffin time, but Geizler's best champagne prevented any dampness of spirits. We have seldom seen more justice done to a meal, and the table cer tainly was well supplied with every delicacy was well served. There was but one sentiment expressed with regard to the occasion which had assembled so many of the leading gentlemen of Bombay, and that was—admiration for the splendid works which stood up before them as monuments of genius and science. To Mr. Stansfield then belongs the honour of having erected the second hydraulic lift in the world. Mr. Edwin Clerk, the patentee, may well be proud of his invention, and congratulate himself upon the fact that so scientific a man as Mr. Stansfield was found to give it a wide world's fame. The Victoria Hydraulic Lift Dock on the Thames was the first one of this kind ever constructed, but it is not nearly so large a one as Bombay now boasts of.

Messrs. Emmerson and Murgatroyd have accomplished a great feat. They found the money for this great enterprise, and have succeeded in carrying out their contract in the best style have won the approbation of the merchants of Bombay.

The Dock now passes into the hands of Government, and will be placed under the management of Lieut. Brebner, late of the Indian Navy, an officer whose professional ability fully justifies the hope that he will make it a valuable institution connected with this port. Lieut. Brebner recently returned from England, but during his sojourn there subjected himself to the study of hydraulic machinery, and was practically instructed at the Victoria Dock, London, in the mechanical working of the new ship lift. We fear that he will find it a hard task, however, to teach his dark coloured assistants to work the machine with the same ease as we saw the European hands do on Monday. However, the Government have made a good selection in the choice of this officer, and we have no doubt but that he will not be long in his new appointment before he educates his coolies to handle the novel machinery.

After tiffin Lieut. Palmer invited some of the gentlemen visitors to inspect the Magdala, which lay moored to the dock. The invitation was accepted by several; and Lieut. Palmer gave what may very fairly be stated to be an exhaustive lecture upon turret ships. He took the company over the vessel, and scientifically explained the system on which the great guns are worked; and the method employed fo sinking the vessel to the gunwale when going into action. This unexpected "after piece" was quite a treat, and every one felt greatly indebted to this promising young officer for his courtesy and very lucid explanations. The run home was accomplished in about an hour, and notwithstanding wet jackets and a big disappointment all spent a pleasant day.

After tiffin,

The Chairman proceeded with the toast list :—The first toast, he said, I have to propose is "Succes to the Hydraulic Lift Dock," together with "The health of Mr. Stansfield." (Appiause.)

Mr. Stansfield, in returning thanks, said—Mr. Chairman, and Vice Chairman,—I beg to thank you very much for the very kind manner in which you have drank my health. I may say that I feel some of my shortcomings, (No, no,) here to-day; but, in replying to this toast, I must say that I have received the greatest kindness throughout the whole of my stay in Bombay. (Applause.)

Mr. Hart, C.E., then said—Gentlemen, although there is no doubt but that Mr. Stansfield's health is one that I am exceedingly glad to have heard proposed, and I hope it may result in a continuance of good health to Mr. Stansfield after he leaves this country, yet I think we have somewhat neglected our duty in not remembering those who have provided us with such substantials and drinkables as have enabled us to drink all the healths, and especially the health of Mr. Stansfield. I also have a card before me which requires me to propose "Success to the Hog Island Lift Dock," and I will say that although Mr. Stansfield may professionally be very much interested in its success, yet none can really take such an interest in it as the contractors who have found the money to build it, and who bear the responsibility in the event of any loss being sustained through it. (Hear, hear.) I also have to say that I have seen this Hydraulic Lift Dock; in fact it is due to my position, from the very first bolt which was laid down to the first vessel. I was going to say shipped; but, unfortunately, there was no ship put in, gentlemen I call upon you to drink in something stronger than water the health of the Contractors of the Dock, Messrs. Emerson & Co., and I will couple with that toast the name of Mr. McClaren, their Agent. (Applause.)

Mr. Emerson, in returning thanks, said—Mr. Chairman and gentlemen,—Allow me to thank you very much for drinking the healths of Messrs. Emerson & Co., and also for the kind way in which you have coupled my name with it. I can assure you that nobody will be more glad than the contractors themselves that the work is completed satisfactorily, and I hope that, although we have not been able to lift a ship in your presence, you will not think it has been our fault. (Hear, hear.) In the construction of the Lift, or rather in the erection of it, not the construction, where a great part of the difficulty has lain, but Messrs. Stanfield's and Clark's representatives have carried it through. I should be sorry, I am sure to claim any credit due to Mr. Stansfield for the great difficulties he has overcome in the erection of the Lift, for that has been a much more difficult task than the construction of it. I think I have nothing more to say, but I beg to thank you for the very kind manner in which you have drunk the health of the contractors, and I hope that if Government decide upon having any more pontoons, that Messrs. Emerson will get the contract. (Hear, hear.)

Mr. ——— said he must thank Mr. McClaren for his uniform kindnes. He felt his shortcomings, but he also felt that he had never been at such a loss during the whole construction of the Lift than he was that day. He was one of the oldest of engineers, and received the tubes of the Britannia Bridge, 25 years ago, and he had stuck to Hydraulics from that time to the present, till he and the visitors to Hog Island now saw the largest Hydraulic Lift Dock in the world. He thought Mr. Edwin Clark should not be forgotten, for he was the engineer and the patentee. He wished to allude, too, to Mr. Stansfield, the resident engineer by whom he had been most ably assisted, and also Mr. McClaren who had done the greater portion of the work. Mr. McClaren was a young engineer, but he served his time with that most eminent engineer, Sir William Arnol, and had been an unusually good assistant, because he was so well up in hydrostatics, and had had such great experience. The speaker concluded by apologizing for not being better able to represent Mr. Clark. (Applause).

Mr. Robertson, C.S., said that he had been asked to propose a toast. They had all regretted they had come over that day, and not seen the Magdala placed on the Graving Dock; but the fault, he believed, did not lie with the Graving Dock itself, because the state of its health was very good. The Committee had felt its pulse and pronounced it weak. (Laughter.) But he, Mr. Robertson, had had an interview with Mr. Stansfield, its Doctor, and his opinion was that its health was perfect. (Loud laughter.) On looking around him, he was sorry to see that the Committee were not present to drink to the continued health of the Graving Dock, for, as he had said, its health was most perfect, and it would gladly receive the Magdala, or any other ship that would float on a pontoon. (Hear, hear, and applause.) He begged to propose long continued good health to the pontoon, and also good health and long life to Lieutenant Palmer, R.N., who very much regretted his ship was not the first to be put on the Dock. (Applause.)

Lieutenant Palmer, R.N., Commanding H.M.S. Magdala, said he begged to return his best thanks for the compliment the Magdala had received. The Magdala had been a long time in Bombay, and lately had been lying at Hog Island, which was a most uncomfortable position. She was now ready to go into Dock, but the Government said "No," for why he did not know. If it was with regard to the machinery, he could only say that as far as the engineering work went, and he had had an experience of it of ten days, and had been most observant of the work, and it seemed to him to be a perfect success. He (Lieutenant Palmer) had been all over the world, and he had never seen a Dock that promised to be more successful. The construction of the work had been carried out under Mr. Stansfield who was the representative of one of the greatest English firms and no trouble or care had been spared in its construction. He must, however, be getting tired of the work, for it had necessarily been very slow, for Indians, that was to say Lascars, were behind the times, and some parts of the structure were delayed on their way out through the ship by which they were being brought going ashore. Looking around the table, it would be observed that there were very few of the Dockyard officials present, who, he thought, ought to have been present; perhaps they were enjoying a very sumptuous tiffin; at all events (continued Lieutenant Palmer) let us hope they have it to enjoy. (Hear, hear, and laughter.) If any of those present would like to see the Magdala, and see the valuable properties of the ship as a defence ship in the event of an enemy coming to Bombay, he should be glad to welcome them on board. He hoped the gentlemen he saw around him would visit the ship after luncheon. (Hear, hear.)

Captain Walsh said—I have been asked to make a speech, but I will not attempt to do more than give you a toast and a few remarks. You have toasted the gentlemen who so worthily represented the scientific interest of the Dock; we had drunk to "the contractors," who, by industry and confidence in their powers, had put up a dock which will be a dock, when those present have passed away and their names are only found on tombstones. They knew what were called the sinews of war. (Hear, hear.) The general who won the hardest fought field and carried glory at the bayonet's point, or by a brilliant charge of cavalry, could not do without them. But there were other sinews, the sinews of British workmen, and if it were not for English workmen, where would they be that day? (Hear, hear.) The men had braved the climate of India, worked under a burning sun, and in the briny water. They had sunk the pillars in the sea, pumped out the water, and made a dock which was the wonder and admiration of the country. He (Captain Walsh) was not a bashful man, but if he were to refire on the present occasion without speaking, he should have eaten a tiffin he had not earned. Captain Walsh then went on to say that it was not for him to make reflections upon what had been called the failure of the day's proceeding; it was not for him to stamp it as such, though he must say that he should have liked to have seen the Magdala lifted into the Dock from the sea. He must not detain them longer, but there was one point to which he felt himself compelled to allude. There have been, said Captain Walsh, remarks made about the committee not being present at tiffin. All I will say, however, is that if the committee think they can get a better tiffin on board their vessel than we have had here, I fancy they will find themselves mistaken. If putting the Magdala into the Dock had caused the ship sides to fall away, it would not matter so much, for we simply want to know what is required. Supposing we were at war, it would seem from what has taken place to-day we should not know whether our turret ships can go in Dock or not. It should have been tried if it cost fifty Magdalas—she should have been put into that Dock. Some little time ago, the English Admiralty put up a very valuable ship to be fired into, and they damaged her. They thought it cheap, in the interest of science, to purchase knowledge, and did not regret injuring her; and I feel admiration when I see the work here, and think of the sinking of the piles, the diving bells, the cofferdams which have enabled men to work at the bottom of the sea. It had once been said that if the Russians or any other power ever drive us out of India, that a heap of empty beer barrels alone would mark the fact that the English had been in India. That reproach has been taken away, for those 35 large iron pillars would exist, when we, a generation yet unborn, had passed away from the earthy scene. They could not be broken like glass bottles, and would remain as monuents of the genius and enterprise of the children of this period. Captain Walsh concluded a capital speech by proposing the healths of those who had been engaged in the work, with the hope that they would have a safe return to the bosom of their families, and that they might live long and enjoy the laurels which they had won by their work at Hog Island. (Applause.) Captain Walsh concluded by proposing the health of

Mr. Cunningham, the foreman, and his fellow workman.

Mr. Stansfield replied in the absence of Mr. Cunningham.

Mr. Jacombe said—Gentlemen,—With reference to the absence of the Committee they told me that it was necessary for them to send in their report to day, and could not wait for the magnificent hospitality which has so liberally provided for the visitors.

A Voice—Could not the report have been sent in to-morrow?

Another Voice—It is at all events a very unusual thing.

Mr. ———What I have been told is that the Committee saw the hydraulic lift tested with 5,000 tons *inside*, whereas it is usual to take water, in on the out side. No builder would fill the ship with water and then take it on a dock. On Friday, she had 5,000 tons on the inside which is a much more severe test than 15,000 on the outside. She was not constructed to take it on the inside. That is very much more than we should have done to-day. There was something of red tape by which the ship was not to be handed over. She was brought to Hog Island to be lifted, and I thought I should have had the pleasure of doing it, but perhaps the authority of the Commandant of Marine was required.

Mr. Ashburner—Perhaps there is some explanation to be given. I have not been fully informed why she has not been raised to-day, but some explanation may probably be given to it. You are aware that the form of Dock is something new. About 9 years, when a ship is put into an ordinary Dock, she is shored up from the sides and supported in every possible way, but in this Dock there is no provision made to support her from the sides, and the ironclad carries her weight very much from the top, and if she were placed in this Dock without side support, it was quite possible, it was perhaps an engineering question, that the side beams would not be enough to support her weight. It was from that doubt alone, and not from any doubt of the Dock being able to lift her, that Government hesitated to put her into Dock. They did not know upon what principle the ship was built; she was perhaps built to be supported on all sides with water, and if out of the water there would not be sufficient support. There was no doubt as to the capacity of the Dock or the fairness or honesty of the work, but there was simply, he supposed, the engineering difficulty. He had not been informed whether it was an engineering question, he could only suggest that that was a very good reason. There were Engineer Officers present, both civil and royal, and there was a doubt as to whether there would be sufficient support for her. Reflections had been thrown on the committee, but they were only acting under authority and under orders, and they had to make their report to Government. Nobody could regret more than the committee the disappointment of the morning. He did not think any reflection should be thrown on the committee. Mr. Roberts said that he did not blame the committee at all.

Captain Henry said that so far as he knew, the committee were not to blame, but he believed the solicitor to the Government was, for having wrongly advised them not to have the ship docked that day, and he said so advisedly after having carefully thought over the matter. There was a stipulation that the contractors were to raise the ship. Government, he thought, had shown very great weakness in not availing themselves of the services of the gentlemen connected with the Docks in raising the first ship. Mr. Stansfield had told him that he did not think there would be the slightest difficulty or risk in raising the Magdala, (hear hear,) and he had heard other sailors confirm that opinion, and if he had been in his (Mr. Stansfield's) place, he would have done it, for there was no responsibility in it at all, but still Mr. Stansfield was right in not risking his principles. (Hear, hear.)

Colonel Ballard, R. E., said it seemed to him that they were a sort of jury to say whether Government or the Committee were to blame. He had heard Mr. Stansfield's professional abilities spoken of in the highest terms of respect by many officers of the Royal Engineers.

Mr. Stansfield spoke of the kindness he had received since he had been in Bombay from several gentlemen, Captain Merewether, Mr. Morris, Captain Ducat, Lieuts Osborne and Chadwick, and many others, who had most kindly assisted him during the undertaking, Colonel Ballard, Mr. Ormiston, Mr. Hart, &c.

Mr. Ormiston, in responding for the civil branch of the Engineers, said that Mr. Stansfield had to be thanked for a great amount of energy and experience. This was a red letter day for him, for the completion of a large work could only occur three or four times in a man's life time. Mr. Stansfield had an extraordinary amount of inventive ability which, was a rare gift. He felt that he had been improved by observing the different appeartus he had seen in Mr. Stansfield's work now brought to a successful issue, and in which he had shown a great amount of mechanical ability. The work was a triumph of engineering, art, and his carrying it out in the way it had been reflected the greatest credit upon those who had been engaged on it. Mr. Ormiston then referred to the gentlemen with whom Mr. Stansfield had been connected in England, and spoke of the family of clerks and more particularly of Edward and Latimer as engineering geniuses; the name of the latter, as a telegraphist, was second only to that of Sir Edward Thompson, while for bridges the former was second to no one in the world. Reverting to the dock, Mr. Ormiston said the work was characterised by simplicity of arrangement, and the power and strength which had been brought to bear upon it without unduly straining it, and he was pleased to learn that it was to Mr. Stansfield especially that the credit was due. Whether it was wise or unwise of Government to put up the Dock, he would not at present say, though he had formed his own opinion; but as to the genius which conceived the work and the ability with which it had been carried out there could not be two opinions. (Cheers.)

Mr. Stansfield having returned thanks on behalf of Messrs. Edward and Latimer Clark, and himself, the proceedings terminated.

THE BENCH OF JUSTICES AND THE NEW MUNICIPAL BILL.

ON Monday, a special general meeting of the Justices was held to consider the provisions of the New Municipal Bill now before the Legislative Council.

At first the attendance was so thin that it seemed doubtful whether there would be a quorum, but by the time the proceedings commenced there was a pretty fair muster. Amongst the Justices in attendance was Mr. J. B. Peile, C. S., the Acting Commissioner.

Mr. John Connon, the Chairman, presided.

The Chairman—Gentlemen. This is a special general meeting called for the purpose of considering the Bombay Municipal Bill, or Bill No. 3 of 1872—"A Bill to provide for the management of the Municipal affairs of the city of Bombay, and to make better provision for the Conservancy and improvement of the city, and for the levying of rates, taxes, and other income therein"—which is now before the Legislative Council of Bombay, and from something that I have heard, I have reason to believe that His Excellency the President has expressed himself as disposed to carry the bill through in some way, immediately. At the meeting of the Council held on Wednesday last, the proceedings of which have not yet been reported in the papers, but which I understand will be to-morrow, His Excellency is stated to have said that while Government had every possible wish to give the ratepayers the opportunity of discussing the bill, yet he could see no sufficient reason for putting off its present consideration. "The Council must now sit day after day until the clauses were discussed, and the ratepayers would have an opportunity during the discussion to express their views, it being understood that any clause would be left open for their suggestions." The bill is, I believe, being proceeded with as rapidly as possible, and it is for the Justices assembled here to-day to express their opinion as to the propositions which the gentlemen who have got this meeting convened are, I presume, prepared to submit. Whatever those propositions may be, I have no doubt they will receive your careful consideration.

Mr. Martin Wood, in opening the discussion, said it was very unwillingly that he took so prominent a part in the proceedings, but, as was very well known, many members of the Bench who could have done more justice to the subject were dispersed in different places, some being at Poona, some taking part in the proceedings at Hog Island, and others were at the High Court; but seeing that the requisite number of members were present, he thought they might now proceed to carry out the principal intention of the requisitionists—the placing on record of their strong protest against the general characteristicts of this bill; and with that view he would presently submit a resolution comprising five or six different clauses. It was not needful for him to make many observations in support of the resolution, but in the first place it might be worth while asking the question why they had to be there that day, and why they were now put to all this trouble? The answer was, that it was simply because the Executive Government, in the early part of the year 1869, refused altogether to do what little the Justices through their Finance Committee asked it to do, that was to make certain comparatively small alterations in the Act, which would have secured a better system of control and management than had up to that time existed. If instead of refusing that reasonable application the Government had complied with it, he thought that all the reforms necessary could have been carried out at just one-tenth of all the trouble and labour that had been entailed on the Bench and on Government itself since July 1871. (Applause.) It must be remembered, too, that this was not merely a local question. It was one incident in the history of a large subject, and entitled to consideration as such. When in 1868-4 it was resolved to try the experiment of the modern municipal system in India, three large Municipalities were set up or remodelled in the three Presidency towns of Calcutta, Madras, and Bombay. This was done under—he would not say exaggerated—notions of what were necessary for sanitary and other improvements, but far too rapid a growth was required for them. In the case of Bombay, not only were these ideas of modern conservancy made the most of, but the notions as to the means that could be made available for carrying them out were greatly exaggerated in the minds of the promoters of the bill that afterwards become law as Act II. of 1865. There was an especial exaggeration in the estimate of what the city could pay. There was a belief that the city could pay a practically unlimited amount of money for these purposes. But that, as had long since been seen, was a grand mistake. However, under the pressure of those ideas the expensive system was put into operation, no attempt being made to ascertain what really could be afforded or what was fairly due to the other wants of the city from the Municipal funds. The impression of the authorities was that everything wanted could be squeezed out of the funds of the city, and little or no attention was paid to the fact that, as the Justices had so often contended since, many of the charges thrown on the Municipal fund were really imperial ones. And this supposition that the funds of the city were inexhaustible, though seen during the last eighteen months to be a great mistake, had been again thrust upon them under the system of decentralization, for it was under that new movement that Government had withdrawn from the Municipality the contribution hitherto paid towards the maintenance of the police. There was very little in the present bill about the police, as little as possible, —(hear, hear,)—but the Bench knew that the intention of the framers of the measure was that the city should pay all the expenses of the force and ask no questions about it. The number of men to be kept up and the rates of pay were to be fixed by Government, to whom alone the Commissioner of Police was to be responsible. All that the citizens had to do in connection with their own police was to pay the cost; Government undertook to look after all the rest. In this, as in other important respects, the evils which had arisen under the Act of 1865 were, as most persons now considered, liable to be perpetuated, and in some instances intensified under many clauses of the new bill. It was true there were certain precautions in regard to the signing of cheques which would prevent such glaring faults as that of selling loan securities; but still there was nothing tangible to prevent the growth of excessive expenditure by the executive, for the Town Council were not empowered to apply the checks to extravagance that were really necessary, and it was still the fact that under the present bill the power of the executive was carried to an extreme. With regard to the famous section 40 of the bill, it appeared from that, the citizens were supposed to be unable to judge what was good for themselves, and that if every idea of the authorities as to sanitary science was not carried into effect Government were to have power to interfere and insist on having what they thought proper carried out, the city being compelled to pay. He did not know that he need trouble the meeting with any observations as to the details of the bill, for they had been so much talked and written about that most people were familiar with the objections entertained; but in referring to the fiscal portions of the measure, he would remind the Bench that one good point in the existing Act was that under it the means of raising funds from real property had been extended. This fund or levy might perhaps be regarded as corresponding to the charges which real property at home had to sustain because of the poor rates in England, which were equivalent to a charge on the rental. But in the new bill, though the same provision was re-enacted pretty much as before, the expressions used seemed to imply that the levy should be restricted to the traditional 5 per cent. If only that amount were paid in ordinary times

ought to be allowed to appoint our own Health Officer and Executive Engineer. I should like any one to tell me why the people of Bombay should not know, as well as the Right Honourable the Governor in Council, who is a good Health Officer or Engineer. Is it to be supposed there is only one set of people in Bombay who know every thing, and that the other set of people are not to be trusted? Every medical man and engineer has a well-known position and reputation, and I do not see why the honourable Council should not permit us to have these appointments. We certainly have the appointment, subject to confirmation, but I do not consider that the proper thing at all. There is another clause I shall mention, and I say deliberately, that the insult inflicted upon you by this clause is beyond description. By section 51 it is declared that any officer of the Corporation or member of the Town Council shall be held to be a public servant within the meaning of section 21 of the Indian Penal Code. Do you know the meaning of that? It is a curious thing, at a public meeting of the Justices of Bombay, to expound to you the provisions of the Penal Code, but it is only too necessary and too true. (Laughter.) Section 166 is as follows:—"Whoever, being a public servant, knowingly disobeys any direction of the law as to the way in which he is to conduct himself as such public servant, intending to cause, or knowing it to be likely that he will, by such disobedience, cause injury to any person, shall be punished with simple imprisonment for a term which may extend to one year, or with fine or with both." (Laughter.) It is no laughing matter at all, I can assure you. It is a very serious thing that the Government should introduce and recommend an Act compelling us to do our duty by making us all subject to the pains and penalties of the Penal Code. I will give you a case in point. You will see that we are bound to apply the moneys of the people for the building of hospitals and lunatic asylums. I may have a very conscientious opinion, and so may others, that it is not a right application of the moneys of the people of Bombay, that they are not bound to furnish lunatic asylums and medicines and professional advice to the lunatics and sick people of the whole presidency. What their duties may be with regard to their own people is another matter. Well, if I refuse to vote money for these buildings I come at once under this section of the Penal Code, and so does everyone who votes with me, because I must know that that conduct of mine, as a public servant, is likely to cause injury to some person. Obviously, if I prevent certain classes of people being forced upon the people of Bombay for the cure of their lunacy, I do something that I know will be likely to cause injury to those people, and I am plainly amenable to the penalties provided under section 166. And as our Chairman well knows there is no saving clause to this as there is to the defamation clause. You cannot go to the magistrate and say that what you did was done under a sense of public duty. That is no answer to the charge, and you must go to prison. This most unnecessarily and improperly interferes with the liberty of the subject. A man can be kept in jail forty hours for an offence against some of the minor provisions of this Act. We all know that these offences are not offences as that term is commonly understood. These do not refer to robbery or murder, or things of that kind. These offences have been created by modern society, by the congregating of people in large towns, and here it is provided that a man committing one of these offences is to be kept in jail forty hours without being brought before a magistrate. If, for instance, some unfortunate man goes and kills a sheep in a stable and a policeman see him he is sent to jail without being brought before a magistrate. I come now to para. 3, section 66, with regard to rates, and I think the power to levy a supplementary rate cannot be condemned in language too strong. It entirely leads to extravagance and to ill-advised and hastily-considered budgets. The Commissioner need never be careful in his estimate if he knows that at any time he can make up a deficit by a supplementary rate. Nothing in the whole bill is more calculated to injure the Corporation. The solution is that there flashed across the minds of the Councillors a reminiscence of that old embroglio about the police, when we represented to them that we could not raise another rate. But I trust the power will never be put in force. Then there is section 77 by which buildings and land owned by Government shall be exempted from house-rate. You are aware probably that General Marriott's Committee reported most strongly and decidedly against such exemption, and stated in support of their argument that there was no such exemption at Calcutta or Madras. It may be said that public buildings in England are not taxed; but I say the cases are not at all analogous. In the first place at home you have public buildings all over the country, and in the next there is one common fund of taxation for them which goes into the hands of Government to be applied for Imperial purposes. By this exemption the Government actually compel the people of Bombay to pay more than their fair share of taxation to the Imperial revenue. This is the exact effect of it, because here Government is not allowed to spend according to its own will the amount raised in this presidency by taxation; it all goes into a common fund and is afterwards redistributed according to the will of the Viceroy in Council. It thus becomes a matter of interest to each local Government to contribute as little as it can to the common fund, and the result is that we here contribute more than do the people of the other presidency towns. It must be borne in mind that Government have of late been purchasing property largely in Bombay. They have bought up the half of Colaba. Colaba formerly furnished a considerable quota to the house rate; it will now do so no longer, and that is another reason why this measure should not pass. I hope I am not detaining the Bench too long.

The Chairman.—Oh, no. Your case might be still further strengthened by mentioning that with the exception of the city of London, the police at home are paid out of the consolidated fund. The metropolitan and rural police throughout Great Britain and Ireland are mainly supported out of the Consolidated Fund. In Ireland entirely so. (A laugh.)

Dr. Dallas—Yes, that police clause is a most objectionable one. Government might take it into their head to raise a body of horse police, or a troop of dragoons, or a battery of artillery which they thought necessary to keep the peace of the city, and under this clause we should be obliged to furnish all. Then the Government have settled for us by law the taxes on horses, carriages, and bullock hackeries: they will not allow us the privilege of having an opinion on that point. It is the same with regard to the town duties; and the result is that it absolutely and completely checks this municipal audit board from having any control over the funds. Section 135 states the purposes to which the municipal funds shall be applied. To the first, second, third, and fourth named purposes I have no objection; but here I stop. It is a charge unknown to the Municipalities of Great Britain and Ireland that they should either construct or support hospitals and lunatic asylums. As a matter of practice there, the people have been so benevolent that they have not only built hospitals but they have also endowed them, and from time to time the Corporation will give a donation as a favour. But there is no reason why the rate-payers of Bombay should be saddled with the construction and maintenance of hospitals and lunatic asylums. Under this Act there is no limit to the number of these buildings that we may be compelled to construct and maintain. You all know what an emporium this city is, and that we provide for the sick who come here from all parts of India and fall victims to disease and want. I do not think we should have thrown on us the burden of supplying hospitals and asylums for such men. Are we a wealthy and flourishing people? Certainly not. Ask the Municipal Collector, and he will tell you that there are 9,000 distress warrants out. Is this a time to increase the burdens of the rate-payers? I am prepared to maintain that it is neither right nor fair thus to overtax the people. There is in Bombay a new hospital called the Goculdas Tejpall Hospital, and it ought to be known whether we, or the people of the Presidency, should pay for the maintenance of that institution. It ought also to be known whether the Jamsetjee Hospital is not amply sufficient for the purposes of the natives of Bombay. As far as I am informed it is, and I have never heard any complaints about its lack of accommodation.

The Chairman—There is a great want of accommodation, I believe.

Dr. Dallas.—With all respect to you, Mr. Chairman, I speak on the very best authority. Those gentleman who wish their names to be perpetuated by building hospitals should find the means of doing so.

Mr. S. S. Bengalee.—The Bench have already voted Rs. 1,200 a month for the maintenance of the Goculdas Tejpal Hospital.

Dr. Dallas—That of course was done by the subservient majority who always supported Mr. Crawford. But what was done under Mr. Crawford's *regime* can hardly be considered a precedent for a more sober state of affairs. But if we resist we shall all be sent to jail under section 166 of the Penal Code. We are also obliged to support all public halls, libraries, museums, and similar things, and there are to be no private markets. The junction of executive and judicial functions has often been complained of in India, but under sec. 266 of this bill a man is to be legislature, judge, and everything else. Of course he has not the power of recovering penalties, but it is an unheard of system. I ask you, as far as your opinions have any weight to express them against this bill. I ask you to do so, because it gives the smallest possible measure of self government to the well-behaved and peaceable people of Bombay, hampered by needless, continued, and insulting governmental interference—(hear, hear),—and even this small measure of self-government is to be administered under the pains and penalties of the Penal Code and at the dictates of an irresponsible Government. I ask you to dissent from it because it seeks to subvert and substitute for our respected tribunals an *ex parte* enquiry by the Right Honourable the Governor in Council, because it seeks to impose upon the poor people of Bombay burdens and charges new to them and to every other Municipality under the British Crown, because it interferes with the ancient and well recognized rights of the people—in a word, because it is a delusion, a mockery, and a snare. (Applause.) Let us stick to our old Act. I for my part was never one of those who found grave fault with the old Act. I was always of opinion that under the old Act, if worked honestly and fairly, with due regard to the law, and apart from the Commissioner's own wayward will, we could have got on very well. It of course requires some amendments and alterations, but substantially worked is capable of meeting all our wants and needs. (Applause.)

Mr. Janardhun Succaram Gadgil referred to the discussions that took place from time to time as to the necessity for reform in the system of municipal administration, and expressed his disappointment that the framers of the new bill, while starting with the principle that representative control should be conceded, departed from that rule by denying, in the later parts of the bill, all control on the part of the Justices. It made one almost dismal to think that the citizens were never to get proper representative institutions.

Mr. Bhugwandas Purshotumdas—It seems to me that if the municipal government of this city is likely to give any satisfaction to all classes of the community it is only by Government conceding to us a liberal representation instead of the present constitution embodied in the new Municipal Bill; if on the other hand Government think that they are running any risk in giving us the sort of representation we require, it would be far preferable that they should administer the affairs of the city by taking the management of the Municipality into their own hands. Under the constitution they are at present conceding to us, all the intelligent classes will be excluded except the wealthy house-owners and the municipal government is likely to be a miserable failure. I think it would be better to make a suitable representation to Government against the present bill as it is likely to increase the taxation of the city. All the excitement and the dissatisfaction that have been shown lately arise from heavy burden of taxation upon the people. Instead of giving any relief the new Municipal Bill imposes an increase of the present burden.

The Chairman in putting the resolution said they appeared to be all unanimous in their condemnation of the bill, but as Mr. Nowrojee expressed himself as opposed to the clause in the proposition relative to Town Duties, perhaps the best course would be to take the votes on the different clauses, separately.

Dr. Dallas suggested that as they were all agreed on the main point they should not divide on a point of detail.

Mr. Taylor objected that the new bill made the levying of Town Duties more objectionable than under the existing Act even, for the additions would be in the nature of transit dues.

After some slight discussion, Mr. Wood withdrew the clause as to Town Duties, which was as follows:—

"Because under the taxing clauses of the bill, it is sought to make, practically, that the system of Town Duties, which was only resorted to in 1838-9 because of financial embarrassment caused by municipal extravagance, a system which will affect injuriously interests of the community."

The resolution was then unanimously agreed to, as under:—

That in the opinion of this Corporation the Municipal Bill, now being considered in Committee by the Council of H. E. the Governor for making laws and regulations, disappoints the expectations of the public and ought not to be passed in its present state for the following amongst other reasons:—

I.—Because the bill fails to meet the wishes of the community in respect of the position of the Town Council proposed to be appointed under it,—as that body will have neither independence or initiative power, and will at best be little more than a board of audit and revision.

II.—Because it invests the entire executive power and responsibility in a Commissioner whom it is proposed to appoint by Government, and over whose acts neither the Town Council or the Corporation will have any effective control.

III.—Because the qualification proposed for electors is such as must exclude a large number of citizens from voting who are otherwise well qualified to take a part in municipal affairs.

IV.—Because many of the clauses of the bill seem to afford opportunity for expenditure of an undefined amount of money on a great variety of objects, some of which cannot be considered to have a claim for the support out of municipal funds.

V.—Because it provides no means whereby the Corporation can check the expenditure under the head of police, the amount of which, according to section 86, may be fixed by Government, while Government itself is to expend nothing on this account, though the object is not merely local, but imperial.

VI.—Because the power taken by Government to interfere in the affairs of the Municipality in so many ways deprives the bill of any value as a scheme of local self-government.

The meeting separated shortly after 5 o'clock.

BOMBAY LEGISLATIVE COUNCIL.

(Continued from yesterday's *Bombay Gazette*.)

The Hon. Mr. Mayhew—Your Excellency,—I should not have troubled the Council with any remarks at this meeting if I had not been referred to in the speech made by the Hon. Mr. Tucker. If I had heard any observations from the other hon. members who have spoken, the tendency of which was to condemn the bill *in toto*, and if these remarks had been followed up by a substantial proposition to reject the second reading, I then should have gone at some length into a consideration of the different parts of the bill. But I think it would be more prudent to refrain from doing this on the present occasion—in the first place, because I do not wish to take up the time of the Council, and in the second, because the bill is about to be considered clause by clause in general committee, when I, as well as other hon. members of the Council, will have the fullest opportunities of expressing opinions upon the details. On one point, however, which the Hon. Mr. Tucker specially alluded to in connection with my name, I am glad to have this opportunity of expressing the opinion I have formed regarding it. It will be within the recollection of all the members of the Select Committee now present, that, in the discussion which took place in Select Committee on the clause exempting or proposing to exempt Government lands and buildings from municipal taxation, I took little or no part; I expressly said that nothing that I had heard from any hon. gentleman then had induced me to come to the conclusion that the Crown property ought to be or could be taxed, and that until I knew how the law stood exactly on the point I declined to take an active part either in the discussions or on the voting one way or another upon the clause as it now stands. Now, however, I have considered the matter somewhat fully, and I have no doubt that every member of this hon. Council has in his possession this remarkably interesting little blue-book, which may be aptly called the Legislative Councillor's *Vade Mecum*. It contains the Indian Councils' Act 1861, besides papers relating to the constitution and functions of the Council of His Excellency the Governor of Bombay for making laws and regulations. After a careful perusal of this book to see the powers of the local and Governor-General's Councils, I have come to the conclusion—and I will put before this meeting my reasons for so concluding—that it is not possible for this Council to take into consideration any clause or fraction of a clause which has for its object the taxing of the property of the Crown. When I first read the Act the point did not occur to me plainly until I formed my ideas into this groove—that it was one thing to tax the people of India, but quite another thing to tax the Crown property. Looking at the way in which the whole of India was transferred from the East India Company to Her Majesty, you find from the Imperial Statute 21 and 22 Victoria, c. 106, that the whole of India was transferred and vested in the name of Her Majesty the Queen in trust for the purposes of the government of India. That being so, and the property being so vested, it was manifest that the framers of the Indian Councils' Act must have had prominently before them these two points—the taxation of the people of India and the taxation or charging of the revenues of India. If the hon. members of this Council will be good enough to look at section 19 of the Act, they will find that the Governor-General with his Council has power to frame measures which shall effect "the public debt or public revenues of India, or by which any charge would be imposed upon such revenue," and that under that section, unless his previous sanction has been given, no member of his Council has a right to introduce any measure by which any charge will be imposed upon the revenues *alias* the property of the Crown. Now, these words "public debt or public revenue" clearly refer to the income arising from the taxation of the people, and that income is the public revenue of India, the revenue, when it gets into Her Majesty's Treasury, is Crown property, and the words "by which any charge would be imposed on such revenues" seem to me clearly to refer to the taxation or charging of the Crown's property. As I read the Act, it seems to me that the Governor-General alone in his executive capacity as the representative of the Crown—or the Governor-General with the aid of his Council—can deal with any matter or measure which is intended to take money from the Treasury of the Crown. This view is greatly borne out by reference to the 43rd section of the Act. That section limits the local Council in its sphere of making laws and regulations. A local Council may, with the previous sanction of the Governor-General, make laws affecting the taxation of the people, but no reference is made in this section to charging or taxing the public revenues; and the inference I draw is, that the framers of the Act never intended that the Governor-General should have power to delegate the consideration of any such question to any local Council. If that was not the intention, I cannot understand why the same words should not have been used in both sections. It seems to me that the power of the local Councils are limited in this part of the 43rd section to the consideration of measures designed to lessen or increase the taxation of the people. I have not overlooked the intermediate section 38, which relates to the revenues of a presidency. It tends possibly to throw some doubt upon the view which I have expressed, but I think it may have a sufficient meaning by supposing it to refer to charges incidental to and connected with those very measures for the taxing of the people which the Governor-General has power under this section 43 to delegate to a local Council. After the best consideration I can give to the matter, I have come to the conclusion that this Council has no right to tax the Crown property in aid of the municipal revenues of Bombay. I can imagine a very good reason why there should be the marked distinction I have pointed out between sections 19 and 43. A local Council may very often be able to assist the Governor-General in devising measures of taxation for the relief of the people, or for more equally adjusting the burdens of taxation. Local knowledge of the habits and customs of the people—their manufactures and commerce—may make a local Council a most valuable auxiliary for such purposes. But on a question of charging the Crown revenues, the Governor-General as representative of the Crown for all India seems to be the functionary designed by the Act to deal with the Crown's property or to allow it to be dealt with. I do not understand, Sir, that the Governor-General has given any permission to this Council to frame the Municipal Act so as to make the Crown property liable to municipal taxation, and the result therefore of my observations seems to me to be this—that even if this Council were unanimously of opinion that the Crown property ought to be taxed for the Corporation of Bombay we ought not to frame a measure for that purpose. I think we have not power to do so. I do not ask any member of this Council to attach any additional weight to the view I have expressed, because I happen to be a lawyer. It is a question which every hon. member can form his opinion upon as readily as myself. I trust, however, that the Hon. Mr. Munguldas will, on further consideration of the views I have expressed, abate somewhat of his zeal—which I do not say is unbecoming—but is certainly most intense, to bring the Crown property within the grasp of the municipal tax-gatherer, and that he will allow this bill to go up to the Governor-General with the clause exempting Government buildings and lands as it now stands. In short, Sir, I think this question of the Crown's liability to contribute to municipal taxation should be allowed to stand in the same position as it stood before Act II. of 1865 was passed and as it stands up to the present time. The Government has in times past and up to the present time made contributions to the municipal purse as it thought fit, and the refusal of this Council to legislate upon the matter will not deprive the Corporation of its right to petition the Governor-General on the subject, nor hinder the executive Government of this presidency from recommending a compliance with the petition in such manner and to such extent as it thinks fit. But, Sir, independent of this objection to the power of this Council to legislate upon this matter, I shall be prepared to show, if necessary, when the time comes for debating upon this exemption clause, that under the English law the Crown's property is not liable to taxation upon the same footing as the subject's property, and I shall be able to show that in this very bill, as it stands, there is no common basis of ownership through which you could levy your municipal rates upon the Crown property in the same way as you can upon the citizen and the subject. The citizen is taxed because he is the beneficial owner of his property, and the rate is levied upon the beneficial value of that ownership. The Crown is in no sense whatever the beneficial owner of the Crown lands and buildings within the city of Bombay. The Government buildings which are occupied as public offices, and in which the various departments of the public service are carried on, produce no rental whatever, and such income as may be derived from buildings and lands not so occupied finds its way into the Imperial Treasury to be dispensed therefrom as much for the benefit of the citizens of Bombay as for the rest of the people of India. This bill contains no principle whatever upon which you could deal with both classes of property—the Crown's and the subject's—upon the same footing. I am ready, however, to go further, and to meet the Hon. Mr. Munguldas on his own grounds of "justice and fairness." He says—"Look at all these fine buildings, which are useful as well as beautiful to Bombay. The policeman guards the doors and prevents the robber from entering. The gas-light lights them at night and the occupants use the well-kept roads." Why should "not Government be taxed by the Municipality for all these benefits." My answer is, that the Crown at the present time does contribute—not directly, but indirectly—largely, if not sufficiently, towards those municipal rates about which such a clamour is raised. The servants of the Crown occupy and use those Government buildings, not for their beneficial occupation, but for State purposes. They draw Crown's salaries from the Crown's revenues, and they contribute to municipal taxation out of those incomes. It is a matter for the consideration of Government to determine whether these indirect contributions are sufficient. At all events it seems to me that in estimating the Government contribution to municipal taxation, the amount of public revenue disbursed to State servants within the city of Bombay is a matter for legitimate consideration. I will now pass on, Sir, to notice the remarks that have been made on what is now called "the bludgeon clause." I believe I am the culprit who irreverently in Select Committee described a certain clause in the bill as the "bludgeon clause," and I feel therefore that I am bound to say a word or two upon that point. I objected certainly to the clause in the minute which I made upon the report of the Committee, but I by no means meant to carry my objections so far as my hon. friends Mr. Forbes and Mr. Munguldas have done. I think it is quite right that there should be such a clause in this bill, but the question is to what objects shall it be limited. I think that a good deal of misconception exists in the mind of the hon. member on my right (Mr. Forbes) as to the practical effect of this clause. He ignores the difference in the words "authorised" and "directed." He also made some remarks which seem to me to show a want of recollection of what took place in the Select Committee. When clause 136 was under discussion a reference was made to the Bombay Act IV. of 1870, under which the Municipality of Bombay were empowered to spend money for educational and other purposes, and the object of the Select Committee in commenting on the subjects specified in this clause was simply to render as far as possible any future legislation upon the application of municipal funds unnecessary. It was designed simply as an ennabling clause, and the bludgeon clause was not intended to apply to it. If the hon gentleman after carefully scrutinising the clause still insists that the present term "authorised" is imperative and not discretionary, then I hope he will favour us in Committee with some form of expression which to our minds shall carry out his meaning more clearly. The only public objects which are at present aimed at in this "bludgeon clause" are those mentioned in section 137. With reference to these I have not yet come round to the opinion of the majority of the members of the Committee, and I shall be glad to have further discussion upon them. I have no doubt that there ought to be an imperative power in matters relating to the cleansing and draining of the city, and there is a precedent for this in the Acts of this Council. I allude to the Mofussil Act 2 of 1862. Express power is there given to the Government to enforce sanitary arrangements. At present I can find no precedent for extending the summary power to such matters as lighting and maintaining the streets, or securing a water supply. Seeing that for the most part the city is well lighted, that the roads are in good order, and that no disposition has been shown on the part of the Municipality to let the roads fall into great disrepair, it may be considered doubtful whether the summary power should extend to that matter. I think there is only one other point, Sir, that I feel called upon to touch. I am surprised—and I hope the Hon. Mr. Forbes will not take umbrage at any remarks I may make on this subject—that he should assert that the new taxing principle, does not give sufficient powers to the Corporation, and will be unworkable in practice. I think these are very large words of condemnation, but I cannot think that the hon. member really means them. I have a vivid recollection of what took place in the Select Committee, when I found myself in a minority of one or one of the most momentous questions that arise under this bill—that is the question of town dues. The view I took upon that question in Select Committee was that the Corporation alone should have power to select the articles for taxation, Government having no veto in the matter whatever, excepting putting a limit upon the duties to be fixed. My reason was this, that the Corporation, consisting of sixty-four members, the bulk of whom must of necessity be traders, would certainly be the most likely to know what articles of commerce would yield duties with the least burden upon the trade of the town. Looking round the Council this moment I cannot see more than four gentlemen who can be said to be in any way connected with trade in Bombay, and the Select Committee, the only gentlemen who could give a practical opinion on the subject, were the hon. members Mr. Forbes and Mr. Munguldas. But the opinions of these two hon. members alone can scarcely be of the same value as that of the sixty-four members of the Corporation, and this was why I said, "Strike out *in toto* this schedule of articles that should be taxed, and insert a schedule of articles that shall not be taxed." This would give to the Corporation a considerable, and in my opinion a very just, power of conducting the ways and means of providing for municipal expenditure. Year by year they could take a survey of the trade of the town and time or impose duties according to the exigencies of the Municipality. The Hon. Mr. Forbes, however, voted against my proposition, and I think it is somewhat remarkable that the minute which he afterwards wrote contained an expression of opinion that the bill cramped and limited the Corporation in all its efforts. The course which I proposed would, if adopted, have given it more liberty and power, and yet he voted against it. I have some hope that in the course of the deliberations of the general committee propositions will be put forward which will enable us to consider whether further liberal amendments cannot be made in the constitution. The bill as it stands, I venture to say, is a remarkably liberal one as an experiment, and an improvement which will, I think, be productive of healthy municipal government. I would conclude my remarks by expressing the gratification I feel that no one has moved an amendment to prevent the second reading of this bill.

The Hon. Mr. Forbes wished to make a personal explanation with regard to his action in Select Committee regarding the town dues. He thought the Hon. the Advocate-General had entirely misunderstood the grounds upon which he (Mr. Forbes) had objected to his proposal. His view upon those town dues was that they were extremely objectionable in any case, and were perhaps the worst tax that could be imposed, because they restricted trade and could not but do so. If there were any means of throwing out these town dues altogether he should have been most anxious to vote on such a proposal; but Mr. Mayhew's wish that the Corporation should have a schedule of articles put before them upon which they were not to put taxes, would, if carried, be followed, he believed, in a great increase in town dues, because the bulk of the ratepayers were large owners of houses, and it would consequently be their endeavour to transfer the bulk of the dues from the owners and occupiers of houses to merchants in the trade. He would certainly object to these dues becoming more burdensome than they were now.

The Hon. Mr. Munguldas also wanted to make a personal explanation, because he was afraid that the Hon. the Advocate-General had misunderstood him regarding his remarks upon the taxation of Government property. He was certainly surprised to hear for the first time that the Legislative Council of His Excellency had no power to levy taxes upon Government property.

His Excellency the Governor said this was renewal of argument upon the general principle and was not a personal explanation.

The Hon. Mr. Munguldas said he merely wished to point out that if the Council had no right to tax Government property the matter need not have been mentioned in the bill.

The Hon. Mr. Ravenscroft—It is not necessary, after the lucid speech of the Hon. the Advocate-General, to support the principle of the bill, which is not opposed, as a whole, by those who object to some of its details. There is however one portion of what my hon. friend said, which I can corroborate. This relates to the power of the local Council to tax the property of the Crown. I have no doubt that the Government of India are clearly of opinion that this Council possesses no such power; and my reason for thinking this is, that when the bill was published, a communication was received from the Government of India asking whether any clause of the new bill would affect, in a pecuniary point of view, imperial revenues. To this an answer was returned in the negative; and I have no doubt that if any other answer had been given, the Government of India would have pointed out that we were exceeding our powers. I merely mention this to support the view which my hon. friend the Advocate-General has taken relative to the law; and there can be no doubt that any municipal taxation of Crown property is completely *ultra vires*. This will sufficiently account for the distinct exemption which has been introduced into the bill.

The Hon. Mr. J. K. Bythell—I feel a little diffidence, your Excellency, in venturing to express an opinion regarding the general principle of this bill, because I have not, I confess, given the time and consideration to the subject that have been bestowed upon it by other hon. members of the Council. I cannot, however, refrain from stating that I do to some extent agree with the remarks that have been made by the Hon. Mr. Forbes, and disagree with some of the opinions expressed by the hon. gentleman who proposed the second reading of the bill. The illustration made use of by the Honourable Mr. Tucker appeared to me somewhat unfortunate for his argument. As I understood him he argued that the bill would place the Corporation in the same position as that in which Mr. Forbes would place a business agent whom he might send to Kurrachee or any other place. I an sure, however, that no merchant when sending an agent to open a branch-house would ever dream of appointing at the same time another man to the same place with full powers to carry out all the purposes for which the branch was established. If he did adopt such an extraordinary course he might soon expect to hear that affairs there were in a state of confusion and that the two men were doing little else but quarrel. The merchant would of course retain complete controlling power over his agent, and I think that Government ought in the same way to take care to have the power to control the Corporation and Town Council in all important matters. But if after the Corporation and Town Council have been constituted, a Municipal Commissioner is to be appointed and given the sole power to carry out all the purposes of the Act, I cannot understand how any good management can be expected. We ought, I think, to endeavour to ascertain in what respect Act 2 of 1865 was a failure, in order that we may know the cause of the deplorable mismanagement and extravagance that characterized the administration of Bombay municipal affairs until within a very recent period. It cannot be denied that divided responsibility and the excessive amount of power that was placed in the hands of the executive officer were the main sources of Bombay's misfortunes. Now, how far would this new Act if made law in its present state go towards remedying the evils inherent in the old Act? Since the papers were placed in my hands I have gone through every section of the bill with great care, anxious if possible to avoid doing anything to hinder the progress of a bill which must have necessitated the expenditure of a great amount of time and labour in its compilation; but the result of my study of it is that I cannot believe in the efforts of a Corporation constituted as proposed in this bill being attended with any success. What would the Corporation and the Town Council have to do? The bill proposes to give them financial control, but as regards real power over the administration of the business of the Municipality they would be as mere puppets in the hands of a clever, unscrupulous, and ambitious Municipal Commissioner. A man who would soon find that the Act gave the Town Council a mere semblance of authority because against one section professing to give the Council power of control he could place half a dozen expressly stating that the sole power and responsibility were vested in him by Government. Just as the power and control over municipal affairs which the framers of the old Act 2 of 1865 argued would be placed by it in the hands of the Justices proved in practice to be a delusion, so in the carrying out of the provisions of the new bill, I believe it would be found that the old abuses would in time creep in, though doubtless in a modified form. I cannot imagine how divided authority in the management of any great concern, whether public or private, can be in any respect successful. With two controlling powers pulling often in different directions, misunderstandings, disputes, and continued wrangling can but be the result. The Town Council and the Commissioner, instead of working cordially together for the good of the community, would be continually wasting their time in squabbling as to where the powers of the one ended and the other began. If the Corporation and Town Council are not fit to be entrusted with the executive power to carry out the provisions of the Act with the Commissioner as their servant responsible only to them (they being responsible in their turn to Government) they are fit to be entrusted with no power in the matter whatever. No good can possibly result from having a Town Council nominally with power to control in everything but really a mere cypher in the hands of the Commissioner. He could easily invent a hundred different modes of thwarting their efforts to control him if the extraordinary power proposed by this bill, as it now stands, were vested in him. An ambitious man would (following the example of one of our late Commissioners) place himself in antagonism with the Council from the first, and if he did so, what but mismanagement could be expected? The system of divided authority has been allowed a fair trial, and has proved a most lamentable failure. The increased elective power that will be placed in the hands of the citizens if the recommendations of the Select Committee be adopted I look upon as of no value to the city, because what good or, at best, can be effected by allowing the citizens to elect a corporation when that elected body is not to be trusted with any executive power? It is my firm belief that there are only two courses open if the past extravagance and maladministration are to be avoided in the future. I do not think that there is any middle course. Either the Corporation should be entrusted with full executive power and be directly responsible to Government, or the municipal management should be undertaken by Government as a special department with the Municipal Commissioner directly responsible to Government alone, just as the head of any department is. Without direct controlling power in everything, to be administered either by the Corporation or by Government, there will not be economy and there will be misgovernment. If the Corporation were allowed a trial they could not easily fail more signally than the administration under Act 2 of 1865 has done, and they probably would be much more successful. Is not the experiment worth trying? What great harm could result? Government would of course have the power to step in and interfere at any moment, and could if the Corporation proved wholly incompetent—which I do not think it would—at once deprive it of all power and control. I hope it will not be considered presumptuous in so young a member of the Council to express himself so strongly. I have only done so because, after a very careful perusal of the bill, I feel convinced that sooner or later it will prove, like its predecessor of 1865, a complete failure. As nearly all the members of the Council are evidently intending to vote for the second reading of the bill I shall not vote against it, but I shall support any amendments that may be introduced with a view to giving more power to the Town Council and less to the Commissioner. But although I have spoken with some diffidence regarding the general principle of the bill, I have no hesitation in opposing, to the best of my ability, the attempt to establish transit dues in Bombay. It is true that the Select Committee only recommend a tax on one article—cotton—at present, but to admit that transit duties are a legitimate source of revenue in Bombay would be to inaugurate a policy fraught with danger to the commerce of the place. I see this question has been more than once under discussion before in this Hon'ble Council: an old gentleman who is still a member of the Council first introduced the subject of Town Dues in 1866 during the administration of Sir Bartle Frere; but the opposition headed by the then President was so strong that the matter fell into abeyance until there was a change in the government. On the re-introduction of the bill by the same hon. gentleman in 1868, the new President of the Council, Sir Seymour Fitzgerald, also led a strong opposition, but as the Municipality was then in most urgent need of money, and as the neglect and mismanagement that existed in the conduct of its affairs had not then come to light, a bill permitting the levy of Town or Octroi Duties was passed by this Council. Sir Seymour Fitzgerald gave, however, his consent only very reluctantly to the bill, and he steadfastly refused to agree to a transit duty on cotton, for cogent and weighty reasons which he stated at length to the Council. Lord Napier of Magdala also expressed his very strong disapproval of the bill—Act 4 of 1869—and only withdrew his opposition on the same ground as that stated by Sir Seymour Fitzgerald, viz., the imperative necessity for more money being raised in some mode or other. This is now, therefore, the third time that an attempt has been made to impose transit duties on the trade of Bombay. The attempt failed first in 1866 under Sir Bartle Frere's administration, again in 1869 under that of Sir Seymour Fitzgerald, and it will, I believe, for the third time be unsuccessful under your Excellency's Government. One cannot however help complimenting the advocates of the measure on their indomitable perseverance. Every time there is a change in the members of the Government and of this Council the proposal is renewed. Some extraordinary arguments have been brought forward in support of the proposal to levy town and transit duties. The hon. gentleman who introduced the Town Duties Bill argued that house property paid 18 per cent., made up in this way—house tax 6 per cent., police rate 3 per cent. lighting rate 1 per cent., water rate 5 per cent., halalcore cess 3 per cent. The only tax paid by the owner of a house is however the 6 per cent. house tax. Police and lighting rates are paid by tenants, and I maintain that water rate and halalcore cess should not be regarded as taxes at all. Eight out of the total of eighteen per cent. go for water and halalcores, and those rates are merely payments in return for services rendered, and cannot be called taxes in the true sense of the term. On Malabar Hill, at the present time, each occupier has to employ and pay his own private bhisti, but the Municipality were now to commence doing the work there, and if in consequence occupiers had to pay the halalcores through the Municipality instead of paying them direct, as they do at present, could it be said that a new tax of 3 per cent. have been imposed on Malabar Hill house property? Such an argument could not be sustained for a moment. And in the same way with regard to the Vehar water. The tax is not compulsory. Any man who does not wish to have the water laid on into his house can take the water from a dipping well without payment. An occupier who has his own well in his compound and requires no other source of supply pays nothing towards the cost of the Vehar water. On the other hand, if any person who has not a well in his house, or who, in addition to his well, wants to use in Vehar water, prefers paying the Municipality for laying down a pipe instead of paying a bheestee to carry water from a dipping well he has his wish complied with, and the assessed rate for the supply of Vehar water is in an ordinary-sized house less than the wages that would have to be paid to a bheestee for carrying water from a dipping well. It cannot therefore be fairly argued that house property pays either water or halalcore tax. The landlord pays only his house rate, the tenant his police and lighting rates—that is the full extent of the taxes on house property, and only one-half falls on the owner. It was, I see, also argued that town dues to the extent of three-pence per package were levied in Liverpool, two-pence of which went to the Dock Trust, and one penny to the Liverpool Corporation. It was correct to state that a tax of one penny is levied by the Corporation, but the then President of this Council, Sir Seymour Fitzgerald, explained that the Corporation were allowed only to levy that tax because they had many years ago purchased from Lord Sefton the right to do so. So great was the hindrance caused however to trade by the tax, and so desirable was it deemed to get it abolished, that a Parliamentary Committee was appointed specially to consider the question. This Committee lamented its inability to interfere, and stated that as the right to collect the tax was a private one, there was no course left but either to continue to pay it or to buy up the right. But how the hon. gentleman who introduced Act 4 of 1869 could designate the Liverpool Dock Dues as Town Dues I am at a loss to understand. A very large sum of money is now paid daily in Bombay in lighterage charges for landing and shipping cargo. If at some future time wet docks or piers should be constructed, which would enable a ship to load or discharge without the assistance of lighters, and if in return for the services rendered the proprietors of the docks or piers charged a small fee per package, could that fee be rightly termed a town due? If it could, then Liverpool dock dues are town dues; but on the same principle the money now paid in hire of lighters is also a town due, and the hon. gentleman instead of going all the way to Liverpool might have found an example so near home as in the Bombay harbour. It was, therefore, argued that cotton paid nothing to the Municipality, although so much had been done in Bombay for its accommodation by the Municipality. The answer to this fallacious statement is not difficult. Bombay without her great transit trade would be nothing but a fishing village, and cotton is the one great article in which she trades. Without that transit trade, what value would be put on the now enormously valuable house property, and from whence would the Municipality receive the large income now realized by taxation? The inflated prices paid for house property during the mania of 1864-65 cannot now of course be obtained; but it is an undisputed fact that the present value is much greater, that the rents now paid are much higher than during any period before the great development took place in the cotton trade of Western India. Any one looking at the accommodation we receive at this present moment in Bombay, in return for the enormous rents we pay, must admit that there is some very powerful influence at work thus to induce men to pay fabulous sums for the occupation of uncomfortable and inconvenient houses built on a narrow strip of barren rock. Owners of property, even in their own interest, ought to resist instead of encouraging the imposition of any transit duty. Their one great aim ought to be to increase the trade of the place by removing every impediment by affording every possible facility. It is almost like repeating a mere truism to say that every ton of goods passing through Bombay and employing merchants and their clerks, mucadums, coolies, carts, boats, ships, and also indirectly bankers and Government officials, must as a matter of course increase the income of the city and benefit both, housekeeper and the municipal revenue. If Bombay had inexhaustible coal or iron mines like Cardiff or Newcastle, one could perhaps understand properly owners being careless about fostering the transit trade; but when she has only that trade to depend on for her existence as a first-class port, their advocacy of transit dues is incomprehensible. To impose these taxations, restrictions would be the most suicidal policy she could possibly adopt. Bombay merchants are now struggling hard to draw a share of the rich trade of the Central Provinces and the North-West from Calcutta to Bombay, and if property owners were alive to their own interests they would assist the endeavour by every means in their power, rather than try to stifle the movement by imposing transit duties. Bombay is so accustomed to the sight of a vast fleet of merchant ships lying in her harbour that she is apt to overlook the prosperity and the riches thus brought to her shores. Positively some people talk as though the Bombay owners of property were conferring a great benefit on shipowners and merchants by thus providing miserable house and warehouse accommodation at a very high rental. These get themselves should, however, remember what struggles are made and inducements afforded by owners of property in infant ports in order to induce ships and merchants to open up a trade. Or to give a more forcible example still, see what efforts are made by ports which are losing their trade in order to regain it. Bristol formerly charged exorbitant dock and town dues, and only opened her eyes to her folly when she saw her valuable trade departing to other ports. Then, however, she roused herself, and now although she has spent great sums of money in improving the accommodation, dock dues there are just one-third of what they were formerly on imports, and no charge whatever is made on exports. In consequence of this liberality the trade of Bristol is now increasing, but it was seriously injured by her previous liberality and shortsightedness. I have, however, been only speaking from a Bombay point of view, whereas there are other interests to be considered also. What will the country generally, and what will the Government of India, say to the proposal to levy trans